

The

Hongkong Telegraph.

FOUNDED 1881
No. 12,717

四拜禮

號四十月六英曆

THURSDAY,

JUNE 14,

1923. 日壹初月五

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BRITAIN'S REPLY TO RUSSIA

Satisfied With Soviet's Assurances

"THIS CORRESPONDENCE IS NOW CLOSED."

(Reuter's Service.)

London, June 13.

The British reply to the Russian Note expresses satisfaction that the Soviet Government has complied with the essential British demands, and considers the correspondence now closed.

The British reply expresses satisfaction with the acceptance of the proposals as regards the fishing dispute and compensation in the cases of Mrs. Stan Harding and the murder of Davidson, and as regards propaganda, and agrees to undertake on Britain's own behalf, and on behalf of the British Dominions, Colonies and Protectorates, not to assist any hostile designs against the Soviet Government or Associated Republics, which may be entertained by *émigré* Russians. It points out as regards compensation for losses that it has made no demands not based on reciprocity.

The reply understands that the normal diplomatic transfer of Reskoinikof from Kabul has been decided, thus the obstacle to friendly intercourse by his presence at Kabul will be removed. Britain confidently infers from the Soviet's present undertaking that if Shudiatky remains at Tehran the Soviet Government will take very special steps to secure his full compliance, the Soviet Government having complied with the essential conditions of the British demands, the correspondence may be brought to a close.

CABINET DISCUSSES REPARATIONS.

London, June 13.

The Cabinet discussed the question of reparations to-day. Marquess Curzon communicated information as to the attitude of the Allies as a result of the exchange of views since the German offer. It is understood that the declaration of British policy has been postponed a week, as the diplomatic interchange of views is proceeding.

London, June 13.

A more hopeful spirit regarding the Franco-British Ruhr negotiations is inspired by semi-official statements in London and Paris. The former indicates that Britain is determined to explore every avenue and an active exchange of views is proceeding. A Paris message states that the French representative in London reports that the conversations are pursuing a spirit of cordiality.

SHOTS AT FRENCH SENTRIES

Paris, June 13.

A message from Recklinghausen states that a French patrol shot two Germans dead who were walking in the streets on Monday night, despite the French prohibition. As the result of a shot being fired at a French sentry at Wanne, the inhabitants have been forbidden to leave their houses after dark. The towns of Lillooth and Wipperfurth have been fined 25 million and 30 million marks, respectively, owing to French sentries being fired on.

Paris, June 13.

In consequence of the shooting of a sentry, curfew has been imposed at Recklinghausen. Travel between the occupied and unoccupied parts of Germany in the neighbourhood of the town is prohibited. The heads of the police force have been arrested.

THE BOXER INDEMNITY.

London, June 13.

In the House of Commons, replying to questions, Mr. Ronald McNeill said that legislation was necessary to carry out the Government's intention to devote the British share of the Boxer indemnity to purposes of mutual Anglo-Chinese benefit. He did not propose to appoint a committee to investigate the utilisation of the funds until the Bill, now being drafted, had been introduced.

SUN SEEKING FUNDS.

The Dispute With Rice Merchants.

The dispute between Dr. Sun Yat-sen and the Canton rice merchants is still unsettled. On the 11th instant, the Committee of the Rice Merchants' Guild received a notice from the Government demanding the supply of 300,000 cattie of rice within two days, the cost to be met by the advance taxes which are to be collected from tenants of houses. At a meeting of the Committee it was pointed out that such a quantity of rice would cost about \$200,000, and as the merchants are unable to raise that amount the Committee decided to request the Chamber of Commerce to mediate with a view to having the quantity greatly reduced; otherwise, merchants say they will have to close their shops.

Regarding the Government's decision to sell all property belonging to the various temples, difficulty has been experienced in getting a complete record thereof. It has therefore been decided that 20 per cent. of the proceeds be given to informers.

It is reported that Yeung Sang-nam, the former Treasurer, has been forced to hand over the seals of office, despite the fact that he deposited a loan of nearly a million dollars with the Government without any security for repayment.

TO-DAY'S VOTES.

Big Sum for British Empire Exhibition.

The following votes came before the Legislative Council to-day and were referred to the Finance Committee:—
\$350,000 on account of miscellaneous services, contribution towards expenses of Hongkong Section of British Empire Exhibition expected to be incurred in 1923.

\$12,800 in aid of the vote Kowloon-Canton Railway, special expenditure, Bridge No. 7.

\$16,200 in aid of the vote Public Works, Hongkong, maintenance of telephone including all cables.

\$4,000 in aid of the vote Botanical and Forestry Department, other charges, forestry, New Territories.

\$1,550 in aid of the vote Kowloon-Canton Railway, special expenditure, locomotive, carriage and wagon expenses; additional machines, for workshops.

OUR DOGS.

Under the local Dogs Ordinance, 3,661 licences were issued in 1922, whilst 13 watchdogs were licensed free of charge. A total of 652 stray dogs were impounded, 454 were destroyed, 188 were sold or claimed, and 5 were destroyed at the request of the owners. Five animals remained in the Dogs' Home at the end of the year.

INDO-CHINA S.N. CO.

To-day's Meeting of Shareholders

THE LOSSES EXPLAINED.

Low freights, combined with the continued high costs of operating their fleet, the Chairman (Mr. D.G.M. Bernard) cited as the primary cause of the heavy losses shown in the accounts of the Indo-China Steam Navigation Company, at the meeting of shareholders, held at Messrs. Jardine, Matheson and Co.'s office this morning.

Trade had been even worse in 1922 than it was in 1921 so far as shipping is concerned. Tramp steamers from Home waters have come to the Far East to try their luck and Japanese steamers also have come further afield, with the result that the position in the Far East has been made still worse. Trade on the upper Yangtze during the year has been interrupted by hostilities and conditions in the Canton Delta, the Chairman described as "lamentable."

The steamer's strike was responsible for 22 ships of the Indo-China fleet lying up for two months and subsidiary strikes later assisted to increase working costs. The Company was affected by a strike in Calcutta, and also has suffered in common with others in the unprecedented shipping casualties during the year.

Shipping conditions in the Far East have undergone a considerable change. Chinese merchants now operating their own vessels, which competitors prove difficult and expensive to deal with. Another factor in the situation is the increase of foreign lines which receive subsidies. But as a result of an agreed policy between old established companies, some of the Indo-China's competitors have already come to terms and the Chairman was hopeful that better conditions might be expected. Mr. Bernard issued a warning that unless conditions improve they will have to consider a reduction in staff concessions and portage bills.

Those present at the meeting were Messrs. J. Scott, Harston, A.O. Lang, G.W. Barton (Director), R. Sutherland, A.R. Lowe, A. Murdoch, M.L. Raiton, A.M. da Silva, S.E. da Luz, W.B. Cornaby, P. Todd, J. Baptista, Ho Leung, John Fleming, A. Piercy, A.B. Stewart and E.B.C. Hornell.

The Chairman said:—Gentlemen, the report and statement of accounts have been in your hands for some days, and with your permission I will, as customary, take them as read. (It will be remembered that at the last two general meetings, the Chairman commented upon the unsatisfactory prospects of the Company, unless there came a revival of trade. Unfortunately this did not eventuate, and low freights, combined with the continued high cost of operating the fleet, have primarily accounted for the heavy loss shown in the accounts. With regard to trade generally, the year under review was even worse than 1921 so far as world-wide shipping was concerned, and the scanty and unprofitable employment offering in home waters induced a considerable number of tramp steamers to try their luck in the Far East, thereby causing a further surplus of tonnage in an already overstocked market. Depression in the Japanese coastal trade also encouraged vessels, usually employed there, to go further afield and compete strongly for Southern rice business and also general charter voyages on the China Coast, in which rates throughout the year, both North and South, ruled at unremunerative figures.

As regards the rice crops, that of Saigon district was estimated to be about 20 per cent. below the average. The bulk of it shipped to Europe as Kwangtung rice was fairly plentiful; this fact also accounted for reduced imports from Bangkok where the crop was unsatisfactory. Year after year, the hope has been expressed that China would soon be able to settle her complicated political problems, and embark upon a period of undisturbed prosperity. It is a bitter disappointment, therefore, to have to report that during 1922, and subsequently, lawlessness and disorder have been greatly on the increase. The recent outrage on the Tientsin-Pukow Railway, and the piracy of the Sui An between Hongkong and Macao are fresh in your memory. In addition to these incidents, which obtained prominence through the number of foreigners involved, numerous other piracies have been perpetrated on Chinese owned vessels, in the South of China Trade on the Upper Yangtze has also been seriously interfered with by hostilities between various military factions. The conditions which have prevailed and still prevail in the Canton Delta are lamentable, and the Chinese authorities are unable to protect trade routes on either land or water.

Labour organisations were much in evidence during the year. The seamen's strike, carried on principally by intimidation, caused a lay-up of some 23 steamers of the Company for a period of two months. This of course, was another factor in our loss. Subsidiary strikes followed the main demonstration, and increased terms of remuneration had to be conceded to launchmen, cargo boat coolies, coal workers and other branches of labour, thereby further increasing working costs. Serious strikes in Calcutta also accounted for long delays to the Company's vessels.

Far Eastern Conditions.

In regard to the general employment of the fleet, it is perhaps necessary for me to state that the conditions of shipping business in the Far East have undergone a considerable change during recent years, particularly in trades which were at one time conducted almost entirely on a trip charter basis. The growing tendency is for native merchants interested in rice and other trades to operate their own steamers and this has led to a large increase in Chinese-owned tonnage, which, when not operating for the purpose for which it was especially acquired, is free to compete for any outside employment offering on the market; further, being able to run free of onerous overhead charges such as have to be borne by British shipping companies, such vessels prove to be competitors with which it is difficult and often expensive to deal.

There has also been a marked increase in the development of certain shipping companies under foreign flags enjoying considerable subsidies which have assisted them to develop regular lines where charter tonnage originally operated. In view of these changes, it has been considered necessary for our Company to adopt a policy of maintaining and increasing regular sailings between pivotal ports where we have established connections, and where, given normal conditions of trade, promise of continual and steady earnings is apparent.

It was in the protection of such lines that, in the year under review, considerable financial sacrifices had to be made. At the last meeting, shareholders were informed that serious encroachment was threatened on some of our most important routes and, as the year advanced, competition became more keen until in some cases cargo had to be carried at merely nominal rates. The Company has passed through an extremely difficult year, but our policy has been to give our old established supporters the same terms as offered by our subsidised competitors, and I am glad to say as a result of an agreed policy between the old established friendly companies, some of our competitors have already withdrawn, others have come to terms and there are signs that a better condition of affairs all round may reasonably be expected.

One cannot be surprised that after the vicissitudes of the war years, shipping, like many other industries, should go through a period of adjustment, and that in some cases a scramble takes place for participation in established trades, whether there is room or not. Experience leads us to think, however, that so long as the original operators meet competition, as may become necessary, and give fair treatment to supporters, they, in the long run will enjoy the fruits of past enterprise. On the important question of future prospects, while there are undoubtedly hopeful signs of better times for the Company in some directions, I feel compelled to emphasise what was stated at our meeting last year with regard to working costs. Much has been said at times on the question of wages, which is perhaps the heaviest item of expenditure the Company has to bear, and I must say now, that, while every avenue leading to more economical working has been, and will be, further explored, unless trade conditions improve, we must consider a reduction in staff concessions and portage bills which at present are based on the highest scale paid during war years, and these immediately following, when they were justified by economic conditions. Although such a step will be reluctantly taken, abnormal shipping depression in all other parts of the world has necessitated a lower scale of wages and conditions of trade in the East may call for similar action.

The Company's Fleet.—It will be noted from the report in your hands that the following steamers contracted for, as explained at the last meeting, have been delivered and put into commission:—The "Kulsang" and "Hosang" on the Calcutta line, which they have been found in every respect suitable for the service for which they were specially designed; the "Tingsang" and "Fausang" have proved most useful coasters and also fulfil admirably the requirements of the Shanghai-Tientsin run. The Yangtze river trades have been supplemented by the steamers "Kungwo" and "Pingwo" on the lower river and the "Fuhwo" on the Ichang-Chungking line. The first two mentioned have been found all that is desired, but considerable engine defects developed during the first season of the "Fuhwo's" employment, the responsibility for which is still being discussed with builders. Certain alterations have been carried out and this steamer is now giving satisfaction. As regards further building, the Company has placed an order with the Hongkong and Whampoa Dock Co. for two ships of a similar type to replace vessels which can no longer be run economically in one of our main trades. Since the close of the year we have also contracted for a steamer to replace the "Koonshing", to which vessel I will make later reference.

Casualties in 1922.

The year 1922 will be remembered as one during which an unprecedented number of shipping casualties occurred on the China Coast, and this Company unfortunately suffered in common with others. During the typhoon of 2nd August, which created such havoc at Swatow, and caused a deplorable loss of life, the "Choysang" and "Tungshing" were both driven ashore, the former north of Swatow, and the latter actually in the harbour. Although immediate stops were taken to give all possible assistance, the former vessel became a total loss. The latter was eventually salvaged by the Hongkong and Whampoa Dock Co. after some four months work. Another regrettable casualty was the stranding and subsequent total loss of the "Koonshing", a very popular steamer on the Shanghai-Tientsin line. This took place on the 31st October outside Weihaiwei harbour. In no instance was any casualty accompanied by loss of life, and I take this opportunity of recording the Company's appreciation of the fine work performed by the officers and men of H.M.S. Despatch in rescuing the passengers and crew of the "Koonshing" during weather conditions which called for strenuous effort and entailed great personal risk.

While not coming within the year under review, you are no doubt all cognizant of the stranding of the "Kumsang" on Northern Luzon, which took place on the 9th May. There were some 400 deck passengers on board, all of whom, I am pleased to say, were safely landed and conveyed to Manila, to which

port the vessel was bound. The Captain, officers and engineers remained on the ship which was salvaged and towed to this port, where repairs are, under consideration.

The "Choysang" and "Koonshing" were fully covered by insurance and the resulting claims on underwriters have been duly paid. In the case of the "Tungshing" and "Kumsang" the Company will recover salvage charges, while the cost of repairs will be chargeable to Underwriting Account.

The usual standard of upkeep has been maintained throughout the fleet during the year, but very little reduction in the cost of repairs is noticeable, although continual efforts are made to effect economies in this direction. While it is recognised that the cost of native labour has substantially increased, we hope the dock companies, engineering firms and similar concerns will be as reasonable as possible in their charges especially during the hard times shipowners are passing through. I have referred to the unfortunate disaster at Swatow, caused by the typhoon last August, and it is necessary for me to mention that in response to an appeal for funds to aid the officers this Company donated the sum of \$2,000, which I trust has your approval.

The Accounts.

Turning to the statement of accounts, it will be noted that the sum of £410,000 has been transferred from contingency account to revenue account, to which latter account has also been credited £5,000 from equalization of dividend account and £10,000 from investment fluctuation reserve leaving the balance of the last mentioned at £94,018.15.0. The increase shown in investment fluctuation reserve is due to increased value of investments on 31st Dec. 1922. During the year securities have been disposed of chiefly to meet the cost of new tonnage. These sales resulted in the profit on book value of £4,497.2.1, as shown in revenue account. Underwriting account shows an increase of £45,817.18.0, as compared with the previous year. This addition is largely due to crediting the account in question with P/A insurance premia as explained in previous years. Floating staff pension fund is increased by £4,233.6.6. Building reserve account—Balance of this account is £19,516.14.7, after taking credit for amounts received from underwriters in respect of a.s. "Choysang" and "Koonshing" and utilising £20,000 to reduce the book value of the fleet. This will enable the Company to reduce the amount which must annually be written off on account of depreciation. Exchange fluctuation account shows a decrease of £11,395.11.8.

being loss in exchange on dollar assets and liabilities, due to the difference in the rate on 31st Dec. 1921 and 1922. I do not think there is anything more in the accounts to be commented upon, but before proposing their adoption I wish to express the Company's thanks for, and appreciation of the good service of the Staff throughout the year, both afloat and on shore, and their willing and valuable assistance in dealing with the difficult situations which in the course of the Company's operations develop from time to time.

I have now to propose the following resolution:—That the report and statement of accounts as presented be adopted and that a dividend of 6/- per share on the cumulative preferred ordinary shares be paid, also that the amount of £2,167.6.7 be carried forward to next year. The dividend on the shares on the Hongkong Register to be paid at exchange 2/4.

As soon as this has been seconded, I shall be glad to answer to the best of my ability any questions which shareholders may wish to ask.

There were no questions.

On the proposition of Mr. A. Piercy, seconded by Mr. Ho Leung, Sir Robert Ho Tung was re-elected a director.

On the proposition of Mr. A. Murdoch, seconded by Mr. S. B. Hornell, Messrs. A. R. Lowe and John Fleming, of Messrs. Lowe, Bingham and Matthews, were re-elected auditors.

TO-DAY.

Closing Exchange 2s. 3. 9/16d. Rainfall to 10 a.m. 4.04 inches. Barometer 2 p.m. 29.70. Temperature 2 p.m. 76. Humidity 2 p.m. 94. High Tide 10.16 p.m. Low Water 4.2 p.m. Lighting Up-Time 7.03 p.m.

News in To-day's New Advertisements.

Mackintosh & Co. Ltd. are holding a special anniversary sale commencing on Monday next—Page 8.

Anderson's give a list of dance records on Page 5.

Consignees are notified of the arrival of the a.s. "West Iran"—Page 5.

Whiteaway's have a large selection of the latest in aluminium cooking utensils at exceptional prices.—Page 3.

Members of the H.K.C.C. are reminded that the "Hong" doubles tennis tournament entries close on the 15th inst.—Page 4.

A notice concerning the administration of The General Commercial Co., Ltd., appears on Page 4.

The Happy Valley Golf Course will be closed until Friday the 15th inst.—Page 4.

disappointment, therefore, to have to report that during 1922, and subsequently, lawlessness and disorder have been greatly on the increase. The recent outrage on the Tientsin-Pukow Railway, and the piracy of the Sui An between Hongkong and Macao are fresh in your memory. In addition to these incidents, which obtained prominence through the number of foreigners involved, numerous other piracies have been perpetrated on Chinese owned vessels, in the South of China Trade on the Upper Yangtze has also been seriously interfered with by hostilities between various military factions. The conditions which have prevailed and still prevail in the Canton Delta are lamentable, and the Chinese authorities are unable to protect trade routes on either land or water.

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THE HUMAN ZOO



The Bolshevik—"Shall I bomb him or let him pay his bill?"

NOTICE.

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NOTICE.

Dr. M. E. ASGER,
(DENTAL SURGEON)

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**THE
EMPRESS STORE**
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LAWLESS CHINA.

Americans Seek Drastic
Action.

(Our Own Correspondent.)

Shanghai, June 13.

The American Association of China and the American Chamber of Commerce at Shanghai in a joint statement charge that the Chinese are continuing outrages against foreigners; that American vessels on the Yangtze are being fired on and the flag insulted. The American gunboat are inadequate to put a stop to these acts, they claim. Chinese officials continue to violate treaties and to refuse protection to foreigners. Travel between Treaty ports both on land and water is unsafe and the dispatch of cargo is prevented, while the opium traffic is encouraged and flourishes. Conditions are worse today than ever since the Boxer outbreak of 1900. Chinese contempt for foreigners and foreign Government officials is increasing because of the latest decision, and their failure to secure suitable remedies for existing evils, advantage of which is taken by Chinese officials to discredit foreign Governments.

The American Association of China and the American Chamber of Commerce are forwarding the following cable to the Secretary of State: "An intolerable condition has been created owing to Washington's indecision, and failure to act aggressively in the present crisis. American lives and liberty are endangered and the prestige of business is being destroyed by a lack of strong action. We demand immediate protection of Americans in China and urge action along the following lines until a strong and satisfactory Government shall be established. First: The suspension of all benefits to China under the Washington Conference.

Second: The disarmament of troops, their return to their homes, and the placing of Chinese finances under foreign supervision. Third: That foreign guards shall be placed on all lines of communication by land and water.

Fourth: That foreign garrisons shall be placed at strategic points throughout China.

Fifth: The suspension of the return of the Boxer indemnity.

Sixth: Co-operation with Great Britain providing for remedies for the present conditions. These recommendations meet with the approval of all substantial Chinese business and banking interests who deprecate the chaotic conditions now existing but who will not act for fear of persecution at the hands of the present regime. It is understood that similar recommendations are being forwarded to London.

EMPRESS LINER
AGROUND.Refloated Under Own
Steam.

Tokyo, June 12.—Owing to the heavy mist the s.s. Empress of Australia has grounded on a sand-bank thirty miles from Uraga. The damage cannot be ascertained as yet. Tugs are being sent from Uraga and Yokohama and it is expected she will be floated off with the next tide.

A later message says that the s.s. Empress of Australia has been refloated under her own steam and is entering Yokohama.—*Reuter.*

[The s.s. Empress of Australia is en route from Vancouver to Hongkong, being due to arrive here on the 20th inst.]

A VICTROLA

with Victor Records, the best musical
MOUTRIES.—Exclusive

POWER OF THOUGHT.

How to Concentrate.

A lecture entitled "The Power of Thought" was given by Mr. Manuk at the Theosophical Lodge yesterday afternoon. Mr. Manuk said that he proposed to show what the powers of thought were, how we should think and what we should think of. Thought power was the effect produced by thought whether upon ourselves or others. At one time it was thought that the brain was the producer of thought but later scientific investigation showed that the brain was only the instrument and that it developed under the concentration of thought.

Mr. Manuk then referred to the fact that the power of thought determined even the configuration of the human face so that one could often tell at a glance the character of a man. If thought could produce such remarkable effects on the physical body, it could well be imagined what changes it might effect in our higher bodies.

Many people reading a book thought they were concentrating upon it when in reality they were doing nothing of the sort. In order to find out definitely whether a man was master of his thoughts let him be given a subject to study which was absolutely new to him. If he was not a true master of his thoughts he would very soon become tired and unable to control his thinking.

Concentration.

It was not only necessary that the method of concentration should be continuous but it was also very important to use discretion in our choice of thoughts. To understand this it was necessary to comprehend how thought worked. For example, a person who thought very intensely about another at a distance, set up conditions which eventually brought him nearer to that person. Another example might be found in money making. Anyone who was continually concentrating upon the accumulation of money was creating by his thought the conditions necessary for realizing his ambition.

Amongst savages they would find that the man who succeeded in carrying off a girl from a neighbouring tribe or achieving anything by force which enabled him to gratify his desires was regarded as a hero by the other members of his tribe. That was because they were at the emotional stage of development. Civilized man was now progressing on mental lines. Consequently, we saw to-day that anything mentally achieved, despite the fact that the results might be cruel and unjust, was regarded as clever. Thus a self-made man was often looked upon with approbation though his methods from a moral standpoint would not bear scrutiny. A stage in our evolution would come, however, when a man would be deemed to have sinned even if he had only thought evilly.

In discussing the question of how to develop concentration Mr. Manuk said that in the first place it was necessary not to allow any foreign thought to enter the mind. Our mental side was not yet at all under our control but this could be secured by practice. Let them take some subject for concentration—the quality of goodness, for example—and then try to examine it mentally and in all its aspects. At first they would find that their attention would be diverted by the number of uncontrolled thoughts passing

through their minds. Let them persevere with the same subject several times, however, and they would find that they would concentrate upon it for three or four minutes without anything extraneous to the subject creeping in—and so their powers would grow.

An Instrument of Power. The result of developing the mental forces was that they became in every sense an instrument of power in a man's hands. Our daily lives became plain sailing and even our dream lives became clear and rational.

The Theosophical Society attached great importance to the thoughts of its members. Every member was asked to think of every subject he took up clearly and logically. They were then able to make use of their thoughts to the best advantage. Mental forces were ever so much greater than physical forces. It was therefore, up to them to see that the thoughts they sent out were good and helpful.

In discussing physical exercises Sandow had said that when it was desired to develop a particular muscle it was necessary to concentrate thought upon it. Thus it was evident that even in physical exercises concentration was necessary. Briefly, if they wanted to develop themselves—whether physically, emotionally, morally or spiritually—they must always remember to utilise intelligently the thought forces.

PEKING POLITICS.

The President Leaves.

Peking, June 13.—President Li Yuan-hung left for Tientsin at 1.30 this afternoon owing to threats that troops would be brought in unless he vacated office.—*Reuter.*

Peking, June 13.—It is expected that Feng Yuxiang will come to Peking as soon as possible to consult with Wang Huai-ching regarding the preservation of order. There is but little fear that disorders will be felt as it is recognized that the recent slight disturbances were politically inspired with the object of compelling President Li Yuan-hung to quit. It is considered most likely that Chang Shun-tung will return to the Premiership, and it is understood that Li Yuan-hung has sent a note tendering his resignation to Parliament before leaving. The house to-day decided to prolong its session till October 10.—*Reuter.*

President Held Up. Tientsin, June 13.—Li Yuan-hung's train was held up at the East Station for several hours, the local authorities not permitting him for the present to enter the concessions. It is thought that the Chihli party is endeavouring to persuade him to return to Peking, but it is also said that he has not surrendered his seals of office.—*Reuter.*

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GROUND

with a deep inner curve, which conforms to every movement of the eye and makes the sight equally clear in every portion of the glass. Toric will set closer to the eye than the ordinary flat lens, thus doing away with the annoying reflections from the edge of the glass. For those who wish the very best in lenses, we recommend Torics. The Hongkong Optical Co., successors to Clark & Co., manufacturing and refracting opticians, located in 53 Queen's Road Central, manufacture Torics on all prescriptions in White, Smoke, Amber, Crookes or Piezals.

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TIME-TABLE.

(From 1st June, 1923.)

Week Days.		Sundays.	
7.00 a.m.	7.10 a.m.	7.00 a.m.	7.10 a.m.
7.30 " to 8.00 "	every 15 min	7.30 " to 9.30 "	every 15 min
8.00 " to 8.20 "	10 min	9.30 " to 11.00 "	10 min
8.30 "	Stopping.	11.15 " to 12.00 noon	15 min
8.37 "	Non-stop.	12.00 noon to 1.00 p.m.	10 min
8.47 "	Stopping.	1.00 p.m. to 2.30 "	15 min
8.54 "	Non-stop.	2.30 " to 4.30 "	10 min
9.04 "	Stopping.	4.30 " to 5.30 "	15 min
9.11 "	Non-stop.	5.30 " to 6.30 "	10 min
9.20 "	Stopping.		Stopping.
9.30 a.m. to 11.00 "	every 10 min	6.40 "	Non-stop.
11.20 " to 12.30 p.m.	15 min	6.47 "	Stopping.
12.40 "	Non-stop.	6.57 "	Non-stop.
12.47 "	Stopping.	7.04 "	Stopping.
12.57 "	Non-stop.	7.13 "	Non-stop.
1.04 "	Stopping.	7.20 "	Stopping.
1.13 "	Non-stop.	7.30 "	Non-stop.
1.20 "	Stopping.	7.37 "	Stopping.
1.30 p.m. to 4.00 "	every 10 min	7.47 "	Non-stop.
4.00 " to 4.30 "	15 min	7.54 "	Stopping.
4.30 " to 5.30 "	10 min	8.03 "	Non-stop.
	Stopping.	8.10 "	Stopping.
6.40 "	Non-stop.	Saturdays—Extra Car.	
6.47 "	Stopping.	12.00 Midnight.	
6.57 "	Non-stop.	Night Cars:	
7.04 "	Stopping.	Weekdays and Sundays.	
7.13 "	Non-stop.	3.50 p.m. 9.00 p.m. 9.20 p.m.	
7.20 "	Stopping.	9.30 " to 11.00 p.m. every 30 min	
7.30 "	Non-stop.	11.15 " to 11.45 " 15 min	
7.37 "	Stopping.	Stopping.	
7.47 "	Non-stop.	Special Cars.	
7.54 "	Stopping.	BY ARRANGEMENT AT THE	
8.03 "	Non-stop.	COMPANY'S OFFICE.	
8.10 "	Stopping.	Hongkong, 1st June, 1923.	
		Alexandra Buildings.	

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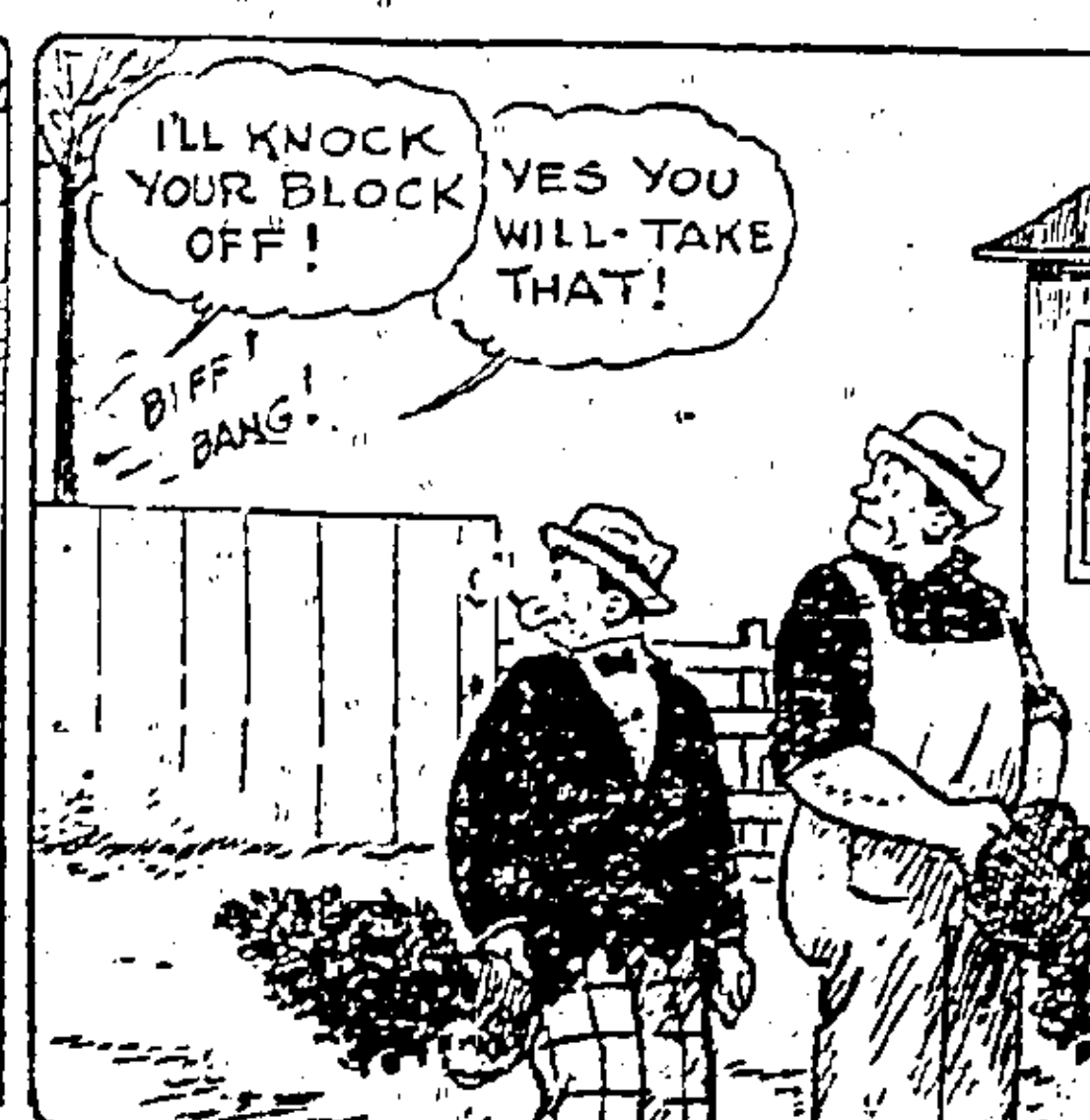
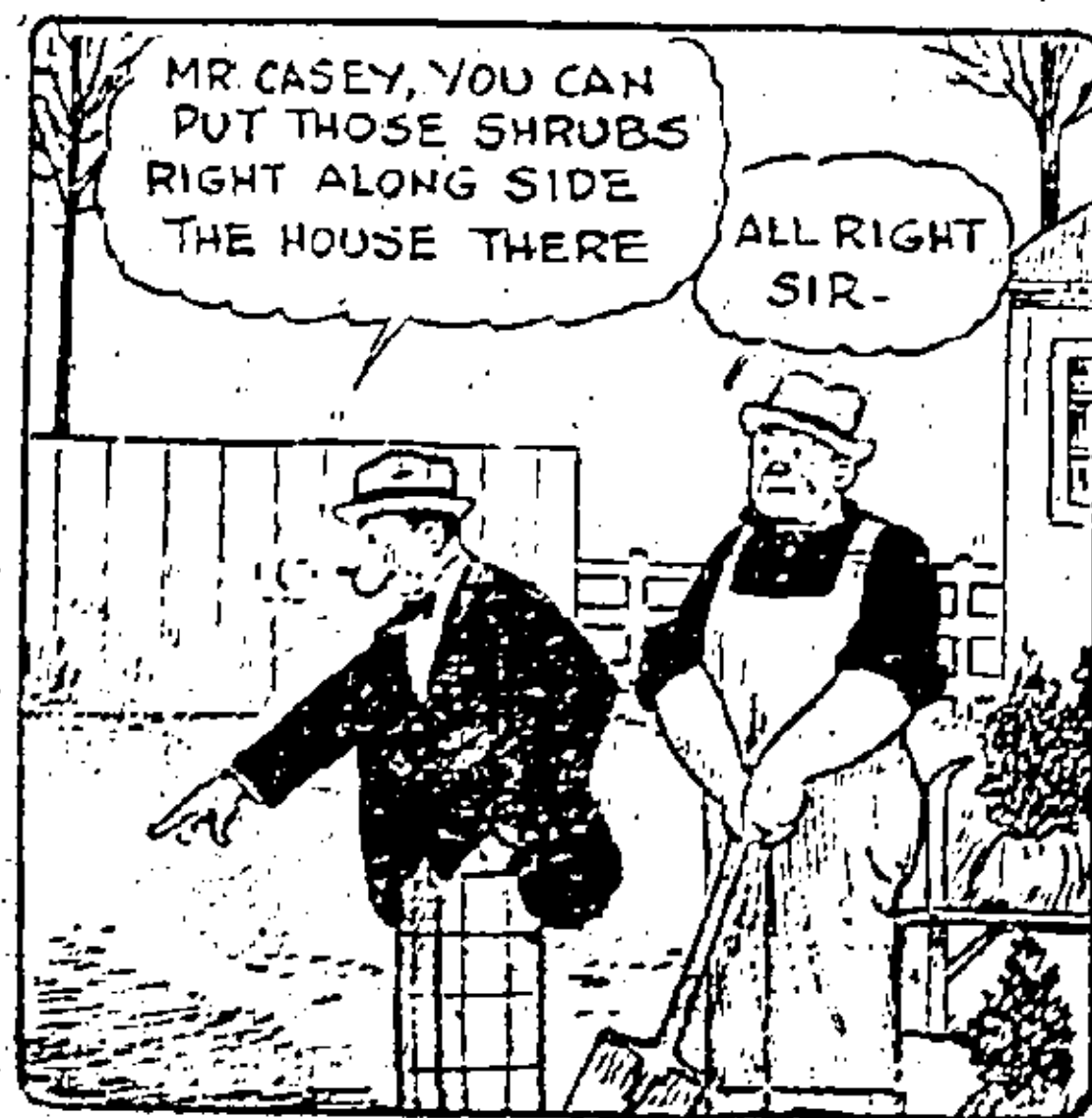
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"PRESIDENT PIERCE" ... June 20th

"PRESIDENT LINCOLN" ... July 4th

"PRESIDENT CLEVELAND" ...

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HONGKONG -- MANILA

"PRESIDENT WILSON" ... June 25th

"PRESIDENT LINCOLN" ... July 9th

"PRESIDENT PIERCE" ...

HONGKONG -- CALCUTTA

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"LAKE GILPEN" ... June 19th.

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S.S. LEGAZPI ... Monday 18th June.

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

S.S. C. LOPEZ Y LOPEZ ... Saturday 7th July.

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NEW PROCESS RECORDS.

The Sheik ... Fox Trot.

Weep No More My Mammy ...

Ain't We Got Fun ...

Not So Long Ago ...

Waiting The Blues ... Waltz.

All Muddled Up ...

Thru' The Night ... Waltz.

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Parade of Wooden Soldiers ...

Twas in the month of May ...

The Sneak ...

Say it While Dancing ...

To Morrow ...

Homesick ...

Victor Herbert Waltz Gem Waltz.

Gypsy Love Song ... Waltz.

Blue Danube Blues ...

Ka-Lu-A ...

Coal Black Mammy ...

Templing ...

Toot Toot Tootsie ...

Why Should I Cry Over You ...

Three O'clock in the Morning ... Waltz.

La Golondrina ... Waltz.

Rio Night ... Waltz.

Out of the Shadow ... Waltz.

Stumbling ...

Who Tied the Can ...

Dear Old Southland ...

Virginia Blues ...

AT

ANDERSON'S.

TEL. 1322.

CONSIGNEES.

NOTICE TO CONSIGNEES.

STRUTHERS & BARRY.

From SAN FRANCISCO & LOS ANGELES via PORTS.

The Steamship.

"WEST IVAN"

having arrived from above

mentioned ports on Thursday,

June 14th, 1923, consignees are

hereby notified that their cargo is

being landed at their risk into the

hazardous and extra-hazardous

Godowns of the Hongkong &

Kowloon Wharf & Godown Co.

Ltd., Kowloon, and stored at

consignees' risk.

Consignees of cargo must

produce an Import Permit signed

by the Superintendent of Imports

and Exports, Hongkong, before

Bills of Lading will be counter-

signed or Delivery Orders issued.

All broken, chafed and damaged

cargo is to be left in the

Godowns where it will be ex-

amined at 9 a.m. on Wednesday,

20th June, 1923, by Messrs.

Anderson & Ashe, Marine

Surveyors.

All claims must be presented

within ten days of the steamer's

arrival here, after which they

cannot be recognized. No claims

will be recognized after the goods

have left the godowns and cargo

undelivered after 21st June,

1923, will be subject to rent.

No Fire Insurance whatever

will be effected.

Consignees are requested to

send in their Bills of Lading in

exchange for Delivery Orders

immediately.

STRUTHERS & BARRY,

Agents.

U.S.S.B. Emergency Fleet Corpn.

Hongkong, 13th June, 1923.

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP SHIP

COMPANY, LTD.

AND

CHINA MERCHANT STEAM

NAVIGATION CO., LTD.

Consignees per Co's Steamer

"THE KUN"

From NEW YORK via MANILA

are hereby notified that the Cargo

will be discharged into Holt's

Wharf, Kowloon, where it will

lie at Consignees' risk and

subject to terms and conditions

of storage at Holt's wharf. The

Cargo will be ready for delivery

from Godown on and after 13th

June.

Optional cargo will be landed

unless notice has been given prior

to steamer's arrival.

All broken, chafed, and damaged

goods are to be left in the

Godowns, where they will be

examined on any Tuesdays and

Fridays between the hours of

10.45 a.m. and noon within the

free storage period.

No claims will be admitted after

the Goods have left the steamer's

Godown, and all Goods remaining

undelivered after the 19th June

will be subject to rent.

All Claims against the Steamer

must be presented to the under-

signed on or before the 3rd

July, or they will not be re-

cognised.

No Fire Insurance will be

effected.

BUTTERFIELD & SWIRE

Agents.

Hongkong, 13th June, 1923.



ICE-CREAM

AND

FANCY DRINKS

MADE UNDER THE BEST OF CONDITIONS FROM THE PUREST INGREDIENTS.

THE ONLY-ICE COOLED FOUNTAIN PARLOR IN SOUTH CHINA

TRY an-ESKIMO PIE at

ON LOK YUEN

Opposite Dragon Garage.

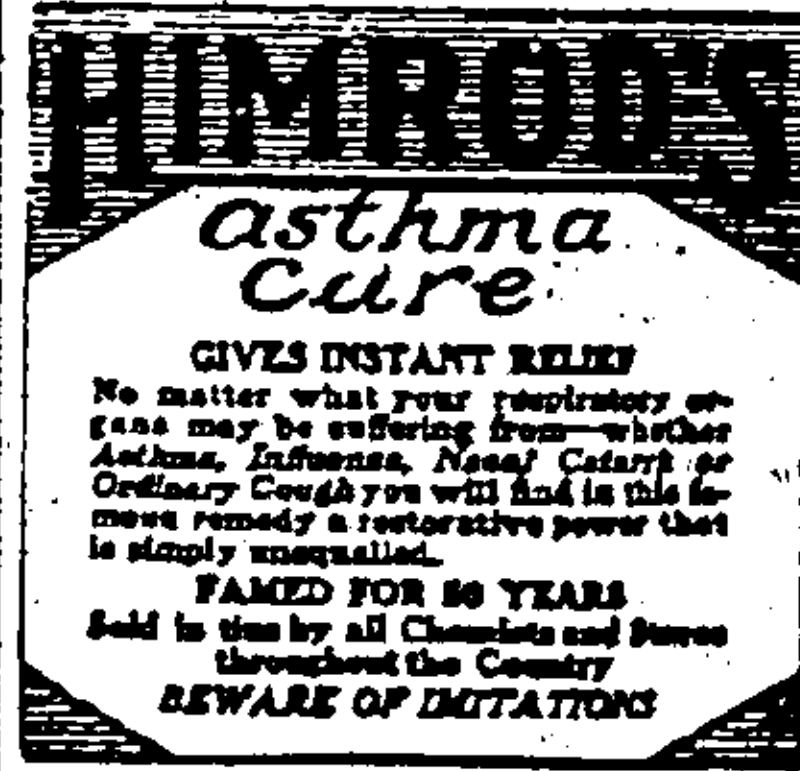


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when the doctor prescribes he expects the druggist to fill the prescription with pure drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the doctor's prescription filled here and the result will be satisfactory.

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THE NEW FRENCH REMEDY. THERAPION NO. 1 THERAPION NO. 2 THERAPION NO. 3 No. 1 for Bladder Catarrh. No. 2 for Blood & Skin Diseases. No. 3 for Chronic Wounds. BOTTLED IN FRANCE. PRICE 1/6 PER BOTTLE. THE LONDON & LANCET CO. LTD. LONDON. THE LONDON & LANCET CO. LTD. LONDON. THE LONDON & LANCET CO. LTD. LONDON.



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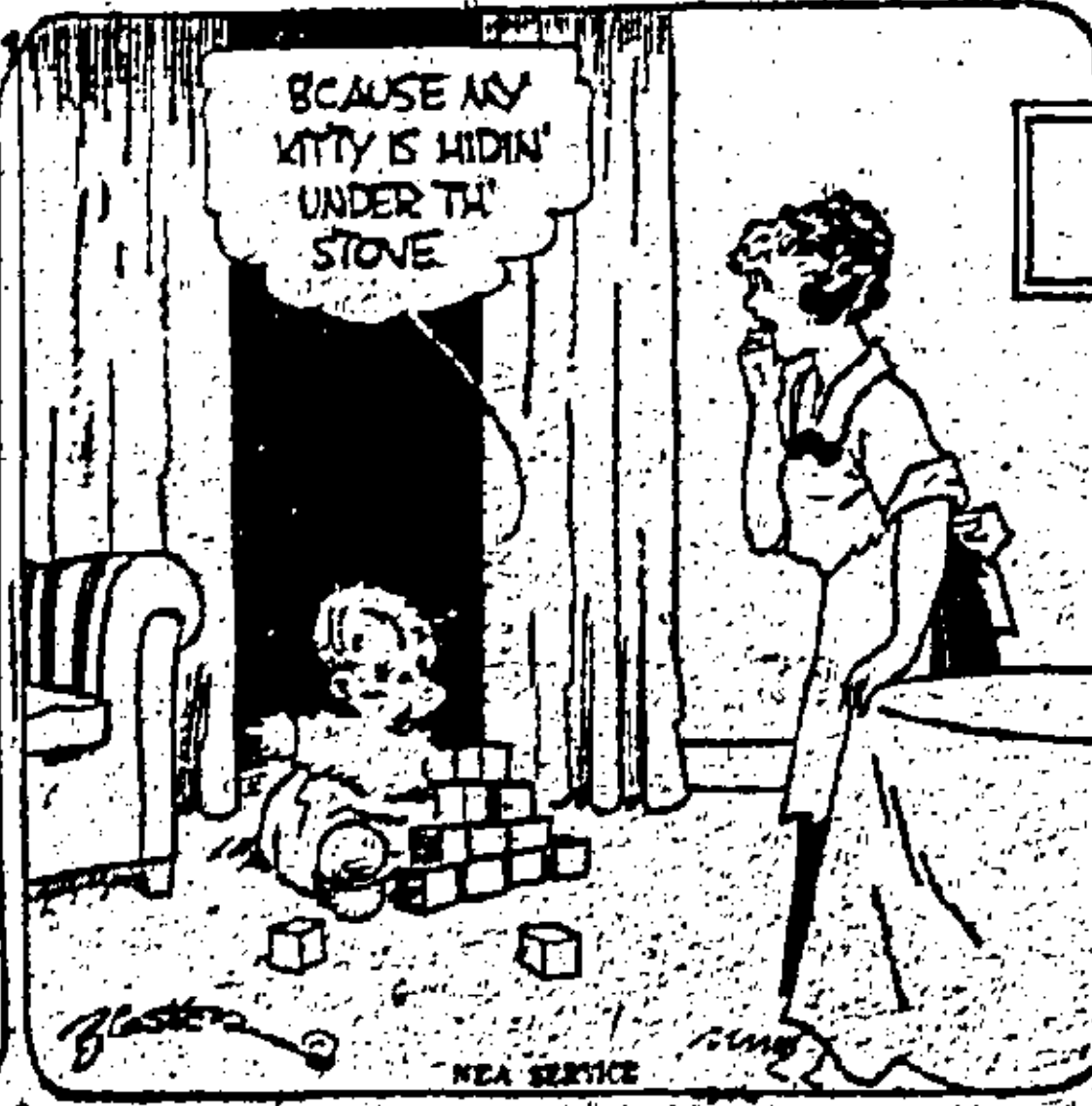
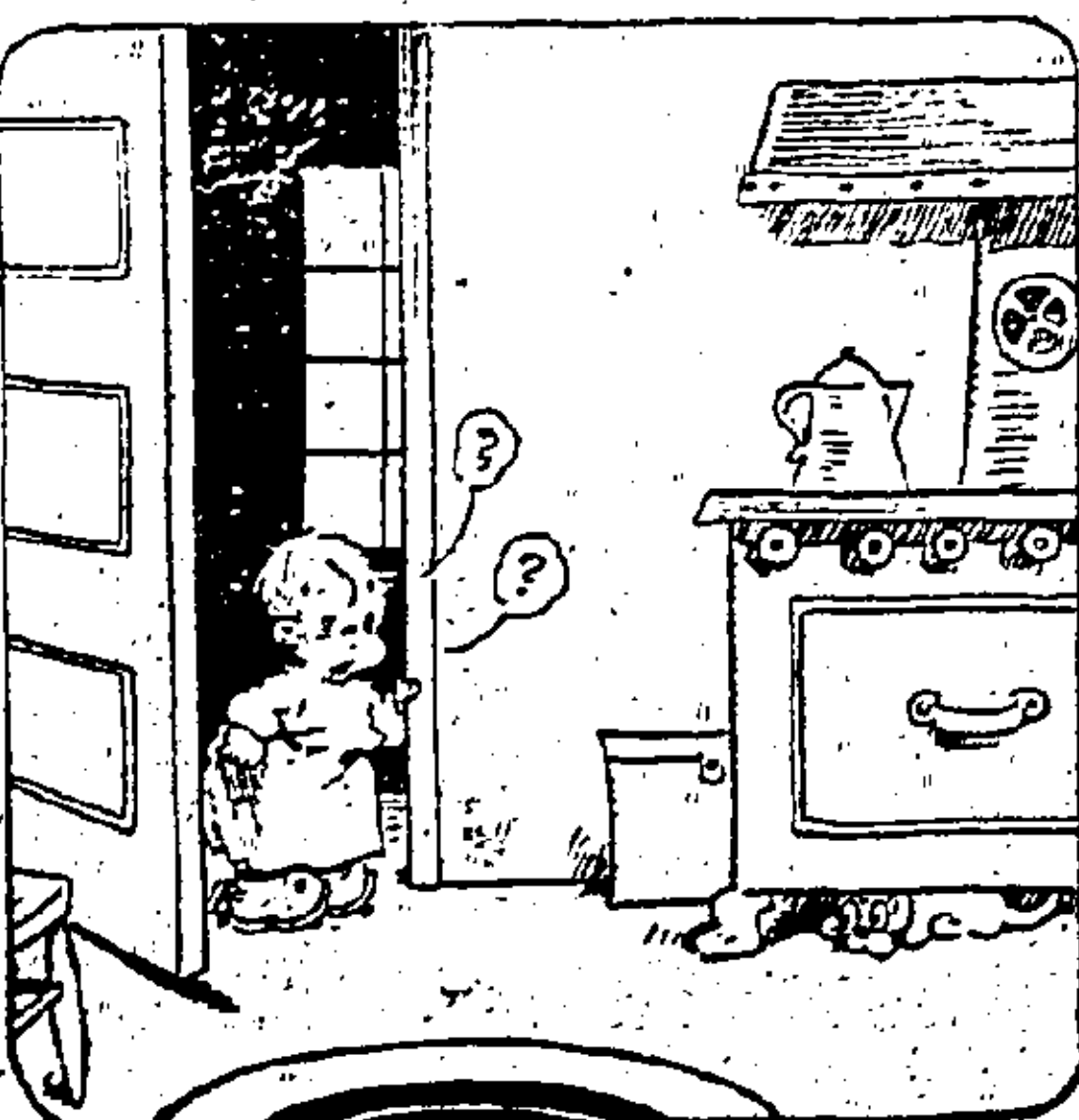
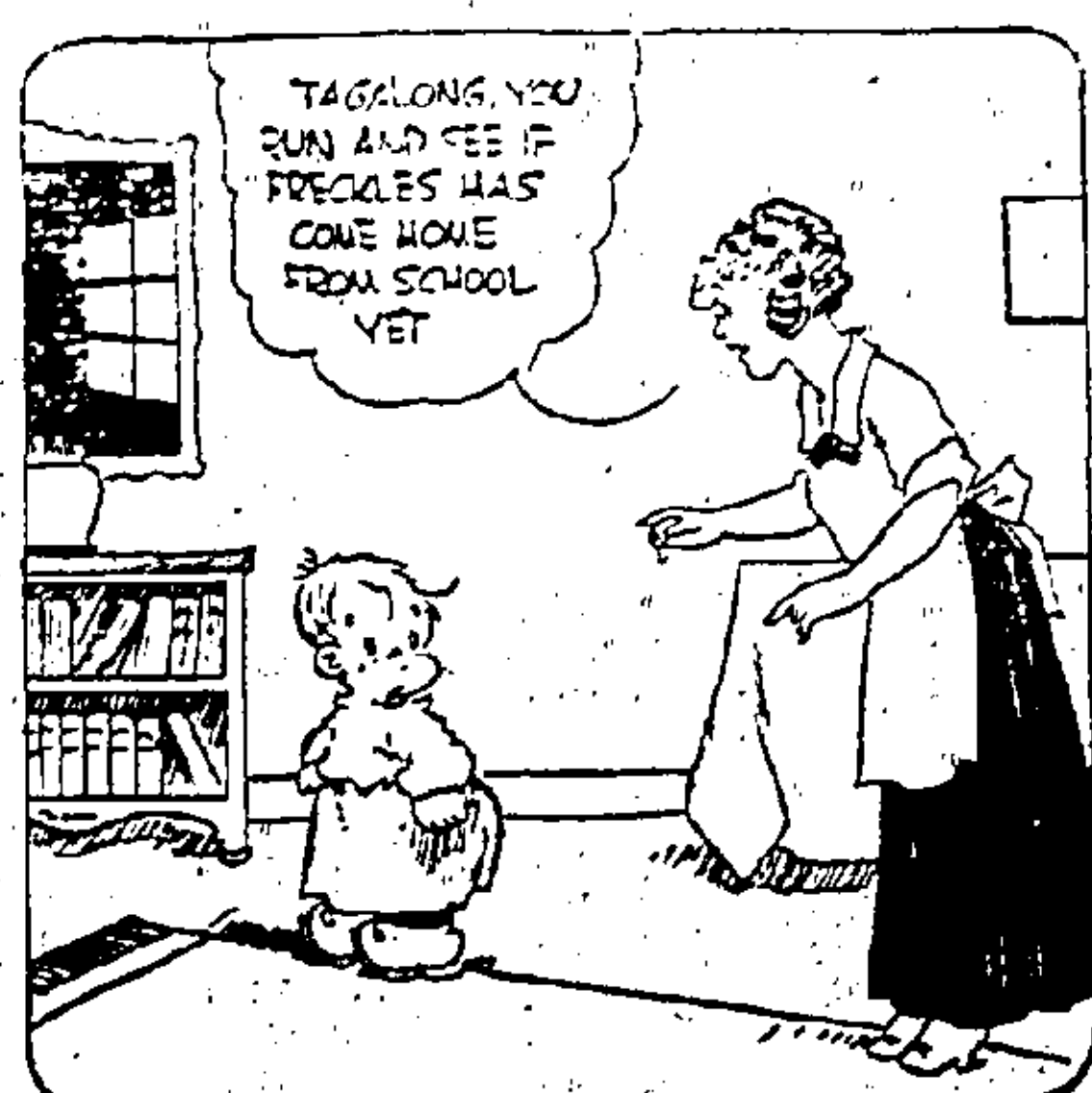
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FRECKLES AND HIS FRIENDS

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BY BLOSSER



WHAT IS FLYOSAN?

It is a new discovery in insecticides. It draws bugs out of hiding-kills them promptly and leaves no trace behind—no odour—no stain—no harm.

FLYOSAN is a clear amber liquid which you apply with an ordinary garden sprayer.

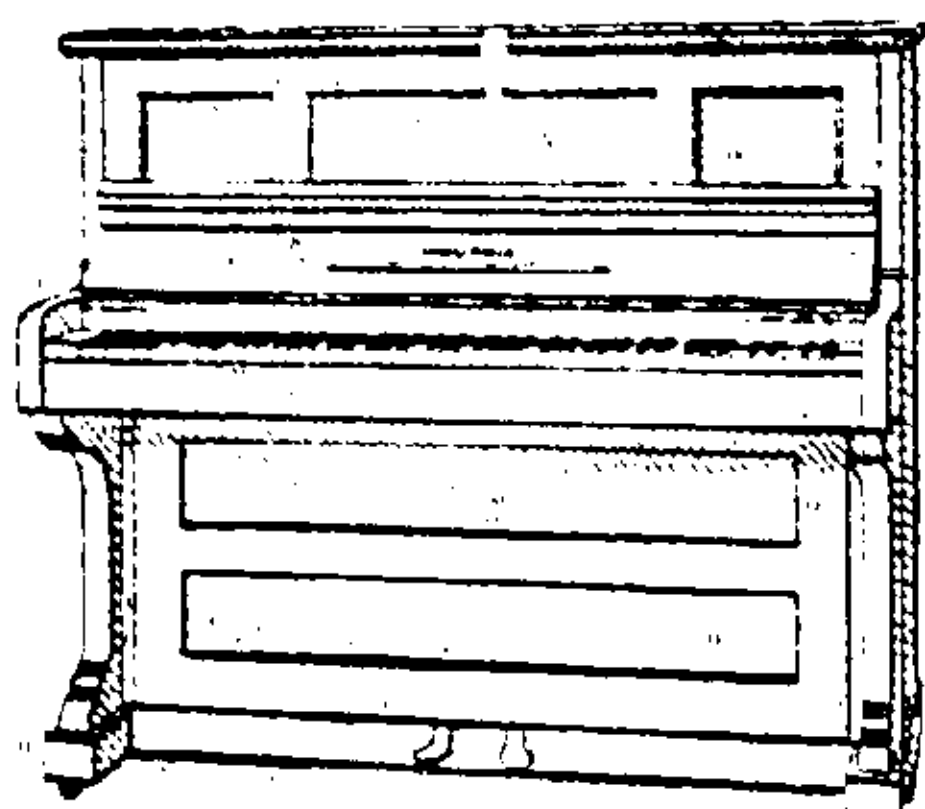
The odour is pleasantly aromatic and passes away quickly when the windows are open. FLYOSAN is a clear, amber liquid of pleasing colour, when sprayed about, it causes insects to come from their hiding places and kills them quickly without harming another thing. It covers the entire range of insect life in a most thorough and comprehensive manner. FLYOSAN quickly and neatly destroys flies, mosquitoes, roaches, ants, moths, bed-bugs, fleas, lice, spiders, "thousand leggers" and many other insects.

FLYOSAN contains absolutely no poisonous substance, such as carbolic acid (phenol), or oil of mirbane (nitrobenzol), both common ingredients used in ordinary liquid insecticides. The containers bear a guarantee that the contents are non-poisonous to animals or fowl. Satisfactory results are also guaranteed.

Rest of all it is sure death to all sorts of insects. Not one kind, but many kinds—and it is—absolutely non-poisonous to human beings or animal life.

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DEATH.

WADE GARDNER.—In Eng-
land, on 12th June, J. P. Wade
Gardner, late of the Hongkong
and Shanghai Banking Corpora-
tion.

The Telegraph.

HONGKONG, 14th June, 1923.

THE CLIMAX COMING.

The strict censorship imposed on newspapers in Canton makes it somewhat difficult to judge the situation there with any exactitude, but sufficient information gains currency to warrant the view that the climax is being reached. Before long, we may expect to see matters come to a head, and, so long as the issue is definitely decided one way or the other, the business man, whether in Canton or Hongkong, will be greatly relieved when the end is reached. The incessant struggle that has gone on for the possession of Canton during the past few years, party fighting against party and clique against clique, has proved disastrous both to the development of the province and to the trade between Canton and neighbouring ports. It is, indeed, little short of marvellous that business has not been absolutely killed, but Canton seems to possess wonderful recuperative power, and we believe that if there could be a final stop put to this mad warfare, within a very few months trade would revive to an undreamt-of degree.

So far as we are able to judge the portents, the Sun Yat-sen regime appears to be in a very shaky and unstable condition. We really wish it were otherwise, not because we support Sun, but because we want to see some firmly established government functioning in Canton. That is the prime need of the moment. Without it, there can be no restoration of commercial confidence, which must be the basis of progress for such a big business centre as Canton. If we look for a moment into the expedients to which the Government has had to resort to maintain its position, we are driven to the conclusion that no regime of recent years has been so precariously situated as the present Sun Yat-sen administration. The collection of taxes in advance, the wholesale disposal of public properties, the forced contributions from various organisations—these and other acts have demonstrated the financial plight in which the Government finds itself. Then the complete ascendancy of the military element, resulting in the

revival of gambling and cruel commandeering of land and others for army purposes demonstrates the startling compromises which have had to be made with the opponents of disbandment and a clique which has small regard for the liberty of the subject. It appears to us that almost every sound political, economic and humanitarian principle has been sacrificed on the altar of expediency. Nothing seemingly matters so long as a semblance of power is retained.

Uncertainty within and threats from without—that is the situation which to-day confronts the present Canton Government. Sun Yat-sen has, by permitting the commandeering of labour, lost much of the sympathy and support upon which he could formerly count amongst the working classes. By other acts, he has put into the bad books of the merchants. We know of no section, save his immediate officials and advisers, who are now deeply loyal to him. We had hoped that he would have been able to "make good" in Canton this time. We fear he will not. Either through following bad advice or by foolishly impulsive decisions of his own, he has dropped in popular esteem. Unless events take a speedy turn, the near future may see him again making a hurried exit from the scene of his latest effort to gain control of the South.

Small-Pox in the Colony.

Many persons were probably alarmed when they read that last week there had been altogether twenty-six cases of small-pox in the Colony (principally in Kowloon). There is, however, no cause for undue apprehension, in view of the fact that there have been much worse outbreaks before, and also the certainty that the incidence of the disease will lessen as the weather becomes warmer. This is shown by statistics. The reason is two-fold—firstly, the bacillus of small-pox is killed by even moderate heat, and thrives for a considerable period in cold (hence the keeping of calf vaccine in cold storage in order that it should not lose its potency); and again, the huddling together, lack of ventilation and strong sunshine, and decrease of daily ablutions in winter, assist the spread of the infection. By the courtesy of the Medical Officer of Health, Dr. W. W. Pearce, we have been able to compare the statistics of small-pox in the Colony ranging from many years back up to date. To take this year, we find that there were three cases in January, eight in February, 38 in March, 62 in April, 61 in May, and 34 up to, and including, June 12th. Last year the total for the twelve months was 212, with the worst months April and May (58 cases each). In June there were 19, in July 8, August 2, September one case, and October nil. All the years (with one exception) show this remarkable falling-off in the number of cases notified, with the maximum reached in late spring and the minimum at the beginning of autumn.

A Well-Remembered Year.

The exception we refer to is the year 1916-1917, which is still vividly remembered by residents of this Colony. That sudden outbreak, so far as we know, has never been satisfactorily explained. Probably it was one of those perverse activities of Nature which periodically test the skill of medical science. The spring of 1916 had its worst crop of small-pox, cases in April and May (72 and 70 respectively). In July the figure had fallen to 7; then came an increase, culminating in 328 cases in December alone, with 358 the next month (January, 1917), 176 in February, 38 in March, 18 in April, and only one case in May! Practically every inhabitant was vaccinated then, and the result (which anti-vaccination cranks might be interested in) is probably seen in the statistics for 1916, only 32 cases for the whole year; and there were even fewer cases in 1919, the figure for that year being 27. In 1920 there were 35 cases; but in 1921 the number had increased to 191. We come now to a consideration of the "waves" of small-pox, and this discloses the very interesting fact that the disease has spells of high prevalence followed by

DAY BY DAY.

NOT ONE PERSON IN FIFTY USES HIS OR HER BRAIN TO HALF OF ITS REAL CAPACITY.—Sir Arthur Keith.

We have received a copy of the Hongkong University's calendar for the current year.

It might interest local residents to know that in 1922 a total of 141 pawnbrokers' licences were issued.

The Health Return for yesterday shows two cases of plague and one each of small-pox and enteric fever. All were Chinese.

Altogether 339 mendicants were arrested in the Colony last year, according to the report of the Captain Superintendent of Police.

On account of the unsettled weather, it has been decided to indefinitely postpone the Esma Beach Night Carnival, fixed for Saturday.

When charging a European, named Dixon, with vagrancy, Inspector Cockle informed the Court this morning that the defendant was one of six unemployed officers of the Mercantile Marine who were living at the Sailors' Home. Arrangements were to be made for the shipping of these men to England at an early date. His Worship agreed to this arrangement.

IN THE SWIM.

Or a Double Dilemma.

I met him in the water! To be perfectly candid, I should say I had the misfortune to meet him in the water—in fact, to be ultra-correct, perhaps I should say I collided with him in the water! "Don't you swim," he queried, as though it were most frightfully *infamously* not to be able to perform evolutions that would put a trained seal out of business. I had to admit that I was not a strong swimmer, but that for all that, I was fond of the water.

"How can you be fond of it when you can't swim properly?" he insisted. "But," I hastened to say, "I manage to keep going for a few yards, and am vigorously applying the Cove theory, saying to myself (whenever I have enough breath) 'Every day in every way I am swimming better and better.'"

"Don't suppose you can even float," was his rejoinder. On dry land I should probably have been facetious and have told him that I once had an uncle who had a floating kidney, but in about six feet of briny ocean, I felt decidedly meek in the presence of this apparently super-athlete, and, effecting a sickly smile, I almost apologised for the fact that I could not take a siesta on the bosom of Father Neptune.

How I wished he would fade away. To even attempt the few strokes I knew would, I felt sure, evoke his scorn. Summoning up courage, I decided to get under way to the best of my ability, fearing every moment that I should be the unwilling subject—or object—in a demonstration of animated flapping.

Hooray! I was not alone. Another poor fish had taken to the water and was making a frantic effort to catch up with me. How bucked I felt—surely this latest specimen of landlocked uselessness would in turn become the victim of the expert one's scorn. How he blew and bubbled and puffed! Out of sheer sympathy for him I advised him to keep going until he got away from that miserable bragging amphibian at the other end of the beach. As soon as I caught sight of his face, I hurried back to the other end of the beach myself—swimming at that. He was the bragging amphibian!

MOPOKE.

periods of slight outbreaks. The local statistics indicate that this year is likely to be at the top of a big wave, with the next two or three years at the bottom of the graph. The following totals speak for themselves:—High incidence, 1913 (111 cases), 1914 (110); low, 1915 (34); high, 1916 (712, abnormal), 1917 (595); low, 1918 (32), 1919 (27), 1920 (34); high, 1921 (191), 1922 (212), and 1923 (206 up to June 12th). There is probably a close connection between these spells of low incidence and the period of immunity conferred by vaccination, but that is a matter for technical enquiry and discussion.

CRIME IN THE COLONY.

Large Increase Shown Last Year.

POLICE FORCE STRENGTHENED.

That crime in the Colony has increased considerably, with many more violent crimes than formerly and a bigger traffic in arms, so that the police force has had to be enlarged, is disclosed in the report of the Captain Superintendent of Police for last year, which was laid on the table at this afternoon's meeting of the Legislative Council. Two big waves of crime towards the end of 1922 are attributed to the disturbed conditions prevailing at Canton and vicinity.

The total of all cases reported to the police during the year 1922 was 13,939 as against 12,242 in 1921, being an increase of 1,697 or 13.86 per cent. The average for the last five years is 11,416.8. In the division of these cases into serious and minor offences there appears an increase as compared with 1921 of 130 cases or 3.15 per cent. in the former. There were ten more murders (33 altogether) than in 1921, two more kidnappings, and five more piracies.

One hundred and twenty-one gang robberies were reported to the police during the year as against 56 in 1921.

In 106 cases no arrest was made; in the remaining 15 cases arrests were made. In 11 cases convictions were obtained. In 4 cases there was no conviction.

Street and Highway Robberies.

Eighty-seven street and highway robberies were reported to the police during the year as against 27 in 1921. In 74 cases, no arrest was made; in the remaining 13 cases arrests were made. In 10 cases convictions were obtained. In 3 cases there was no conviction.

Eleven cases of robbery on boats and junks were reported to the police during the year as against 10 in 1921. In 8 cases, no arrest was made; in the remaining 3 cases arrests were made. In all of these three cases convictions were obtained.

Twenty-three cases of robbery with violence were reported to the police during the year as against 22 in 1921. In 21 cases, no arrest was made; in the remaining 2 cases arrests were made. In one of these two cases a conviction was obtained. In the other case, there was no conviction.

In connection with 27 of the murder reports no arrest was made and in the remaining 8 cases arrests were made. There were 4 cases in which convictions were obtained (5 persons, of whom 5 were convicted and 1 discharged). In 4 cases there was no conviction.

Gambling.

There were 120 gambling warrants executed last year as against 157 the previous twelvemonth. Fourteen of these were lottery cases (32 in 1921). So gambling seems to be on the decrease.

The estimated value of property stolen during the year was \$832,574.48 as against \$376,531.78 in 1921. The value of property recovered during the year was \$31,059.81 as against \$34,383.99 in 1921. Nine hundred and eighteen persons were banished (847 in 1921).

Traffic in Arms.

There was a great increase last year in the arms traffic, which even included the importation of machine-guns. The following seizures were made: One shotgun, 74 Winchester, 670 revolvers, 35 automatic pistols, 301 Mauser pistols, 13 rifles and 3 sub-machine-guns. Enormous hauls of ammunition were also made, including 112,590 rounds of revolver ammunition.

There were 5,672 records of finger impressions filed (1,635 more than in 1921). The number of persons convicted of a breach of the Banishment Ordinance was 85 (compared with 51 in 1921).

A total increase in the police force was made of 232 men, of whom 32 were Europeans. In addition, arrangements were made to recruit Northern Chinese from Wei-hai-wei.

During the year, the Detective Branch of the force was reorganised into a Criminal Investigation Department.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate-General, Hongkong, from the Manila Observatory at 10.30 a.m. to-day:

Typhoon in about 136 deg. Long. E., 6 deg. Lat. N., moving west.

CANTON ARMISTICE?

Suggested Reconciliation Between Sun and Chan.

DELEGATE IN HONGKONG.

That Dr. Sun Yat-sen is seeking a reconciliation with General Chan King-ming appears to be borne out by the arrival in Hongkong of Mr. Yaw Yu-ping, a former military commander, who is stated to have been empowered by Dr. Sun to meet General Chan's representative and negotiate for a compromise.

Yesterday, Mr. Yaw called on Mr. Yip Lan-chuen, Secretary of the Chinese Chamber of Commerce, and it is stated that he made a request that the Hongkong merchants should telegraph to Dr. Sun and General Chan urging that an armistice be declared. Later, Mr. Yaw visited the Chairman of the Tung Wah Hospital and made the same proposal.

The result of the visit is not at present known, but in view of the fact that Dr. Sun is at variance with the Northern Government, whereas General Chan is said to favour an understanding with Peking, it is doubtful whether the request will be complied with.

An interview which a *Telegraph* representative had with the Secretary of the Chinese Chamber did not appear to justify the hopes of Mr. Yaw for a compromise.

No decision was reached at the interview and when our representative called at the boarding house where Mr. Yaw had been staying, he found that the peace-maker had paid his bill and taken his departure.

The Secretary of the Chamber informed our reporter that Mr. Yaw brought no credentials. His words conveyed the impression that he was a mandarin of some sort, a native of Waichow, who conversed mostly in the Hakka dialect. He did not say if he had been to see Dr. Sun, but merely urged the Chamber to take steps to call an armistice and bring the two principal parties in the present strife together. The Secretary promised to do all he could, and the interview closed at that.

Local merchants appear to think that events should be allowed to run their course.

The Fighting.

There is no news of the fighting on the East River front, but it is evident that there has been fierce engagements along the North River. In this region, the Northern and Kwangsi troops have been forced to retreat as far as Toi Hang and Sha Hou, but reinforcements are continually arriving and the Yunnanese commander has sent an urgent message to Canton for more troops. It is stated that some 400 wounded from the Cantonese and Yunnanese forces have been sent back to Canton for admission into hospital.

HELP THE SICK.

British Hospital Which Needs Funds.

You can help the magnificent work of the largest hospital in England by responding to the quinquennial appeal now being made on behalf of the London Hospital, which is situated in the most crowded quarter of the Metropolis and which admits 1,880 patients daily.

During the past five years, no fewer than 94,800 in-patients have been treated, and more than 500,000 out-patients have been helped. It costs 250,000 per annum to run the hospital, and every year 215,000 must be begged for.

Donations should be sent either to Viscount Knutsford Chairman of the London Hospital, London, E.C.1, or to the *Hongkong Telegraph* office.

OUR FIRE BRIGADE.

A Year's Work

The 1922 report on the Hongkong Fire Brigade, laid on the table at the Legislative Council meeting this afternoon, shows that last year the Brigade received 143 calls to fires, or supposed fires, the number for the year 1921 being 131. The number of fires, excluding chimney fires, attended by the Brigade, was 102, of which 11 were serious fires.

During the year 4 lives were lost due to fires viz. 3 at Belcher Street, Kennedy Town W. on the 10th, November, and one at Canton Road, Yau-mat, on the 28th, November.

The Brigade was reorganised during the year, being brought up to a high state of efficiency.

THE HOUSING CRISIS.

Rents Bill Before the Council.

TENANTS' PETITION.

—This afternoon the main business before the Legislative Council was the second reading of the Bill to amend the Rents Ordinance, in which connection the Hon. Mr. Pollock spoke at some length and introduced several additional amendments.

A petition was presented on behalf of numerous Chinese tenants by the Hongkong Tenants Protective Association, which has a membership of 4,000 subscribing members, representing approximately 40,000 heads of families. The petition stated that a great number of cases have occurred in which tenants have been forced to vacate possession of their tenancies under Section 20 of the Ordinance which allows the ejectment of tenants in cases where landlords intend to rebuild domestic tenements so as to make them new buildings, and it has been subsequently ascertained that possession has not been obtained in accordance with the provisions of the Ordinance. In these cases the deterrent contained in Section 20 has not been sufficient to prevent the evil, while the tenants have lost all protection granted by the Ordinance. The petitioners further called attention to the case of the persons now housed in 25 domestic tenements situated 13 in Upper Rutter Street and 13 in Lower Rutter Street. These houses are about to be pulled down by the landlords and approximately 2,000 persons will be dispossessed, mostly employed as conservancy coolies. It is feared that these persons who discharge a necessary service will not be able to find other suitable accommodation and will be unable to continue their work satisfactorily. The petitioners therefore asked the Council:—

(1).—To consider an amendment to the Rents Ordinance 1922 with a view to making provision for the protection of tenants wrongfully dispossessed, by adding to Section 20 of the Rents Ordinance, the words "and the Magistrate may order the lessor to allow the lessee possession of such domestic tenement".

(2).—To consider measures for the relief of persons employed in necessary duties.

Mr. Pollock's Speech.

In the course of his speech, Mr. Pollock referred to the objects and reasons of the Bill when it was first passed in 1921. The first object was to keep a roof over the heads of present occupiers and, secondly, prevent them from excessive exploitation by having to pay more than a fair rent. Mr. Pollock referred to clause 4 (1) of which was formally inserted without discussion. This clause laid it down that if a lessor required possession in order to pull down or reconstruct so as to make it a new building, then he was entitled to turn the tenant out by giving three months' notice. That clause seemed to have caused no trouble during 1921 and, as far as the speaker could find, it had occasioned no trouble until the beginning of this year. Mr. Pollock attributed the change to the present trouble on the mainland, coupled with the ready money available and the number of speculators. The position at the present time was that thousands of tenants who were perfectly able and willing to pay the standard rent have been evicted or have been threatened with eviction through no fault of their own and even in the cases where other premises were available they were compelled—in practically all cases, he would say—to pay a higher rent than they had been paying hitherto. Another factor of the situation was that at the present moment hundreds of persons were sleeping in the streets. It had sometimes been stated that it was a fine healthy life to sleep out in the open, but Mr. Pollock thought that observation hardly applied to such weather as they were experiencing to-day. Another drawback to reconstruction was that it had the effect of reducing the existing accommodation and increasing the housing shortage. The fourth point to be considered in connection with the consequences of reconstruction was that they introduced competition for skilled labour and for building materials, thereby increasing both difficulty and cost of carrying out one of the main objects which the Government had at heart—relieving the shortage by the erection of new buildings on sites which had previously

DAY BY DAY.

Silk forwarded from here by the "Empress of Asia" on 17th May arrived in New York on 9th June, having been 23 days in transit.

Passengers who left by the Empress of Russia to-day included the Hon. Mr. and Mrs. E. V. D. Parr, Mr. Eldon Potter, Mr. W. E. L. Shenton, Mr. J. H. Taggart, Mrs. Paula Davis, Mr. M. N. Crittall and Mr. F. H. Crittall, of the well-known house of Crittall and Co., the casement window firm.

LADY STUBBS.

Departs by "Empress of Russia."

Lady Stubbs left to-day by the C.P.S. liner Empress of Russia. She is proceeding Home via Canada. Her ladyship will be absent from the Colony for about five months, hoping to return again sometime in November. She carries with her the best wishes of the whole community for a happy holiday in the Old Country.

LANDSLIDES.

Stubbs Road Closed.

The heavy rains of last night and this morning have caused two rather extensive landslides on Stubbs Road, the new motor thoroughfare leading to the Peak. Several boulders have become displaced and considerable quantities of earth have come down on to the road.

As a result, the road is closed to traffic from Bowen Road upwards.

A PUZZLE A DAY.

Several men came to a river, and found the only means of transportation was a small boat owned by two children. The boat could hold only the two children, or just one man. How did the men cross the river?

Yesterday's answer:

The six straight lines shown above can be formed into three as follows.

THREE

ly not been built upon. Reconstruction had hit people of all races in the Colony, the Chinese working man, the Chinese clerk, even the Chinese business man. It had hit numbers of Portuguese, who found themselves displaced from premises which they had occupied for very many years. It was beginning to hit, and in the near future, unless some steps were taken, it would very seriously hit numbers of British residents in the Kowloon Peninsula. It was common knowledge that several properties in the central part of the Peninsula had during the past few months changed hands at very high prices. There was one property—practically in the middle of the European residential area in Kowloon—which had changed hands, at soaring prices, seven times during the past three months. Mr. Pollock gave the Council a number of instances as to how reconstruction was hitting various classes. In some cases the properties were reported by the Building Authority to be either in a good or a fair condition. One of the cases given by Mr. Pollock was the plight of the Chinese businessmen in Nos. 216-234 Des Voeux Road Central, nearly opposite the Wing On Store. These buildings were erected in 1904 and were stated by the Building Office to be in a fair condition. Mr. Pollock read a letter from the tenants, signed by the chops of 17 firms, which stated that they had been given notice. The tenants claimed that there was no reason for the premises to be rebuilt. They had tried to find suitable premises to move into, but had been unable to find one. If the houses were to be rebuilt, it would cause hundreds of them to suffer ruin and starvation and would make them homeless. Amendments to the existing Bill were proposed, one of which was that in future any plans for demolition shall be submitted to a committee of three, appointed by the Government and they shall have the discretion of having the demolition postponed, if they think fit, for a period not exceeding eighteen months. The Council was still sitting as we went to press.

LEEDS & LE MAR.

Variety Turn at the Star.

In addition to the first class picture programme at the Star Theatre, Kowloon, commencing to-night, Mr. H. W. Ray has secured the services of the clever variety combination, Leeds and Le Mar. Those familiar with the London vaudeville stage of twenty years ago will recall Leeds and Le Mar without difficulty, and it appears from their recent press notices that they provide as excellent an entertainment to-day as they did in England's capital in those days before the younger generation's memory. Since the war, Leeds and Le Mar have been touring the world, drawing crowded houses in both Europe and the States. Their specialty is comedy and their class of entertainment can be gauged when it is mentioned that they have appeared behind the footlights with such a world-famed artiste as Gaby Deslys, and have been filmed with that popular comedian Max Linder. Trixie Le Mar bubbles over with mirthful vivacity, while her partner, Harry Leeds, will keep the house in roars of laughter with his droll antics. Their songs and cross chat are always up-to-date and those who patronise the Star during their visit may feel confident of a really enjoyable evening. Leeds and Le Mar appear at the 9.15 performance only. Prices are \$1.50 and 50 cents.

THE STAR.

"God's Country and the Woman."

There have been many stories of fighting men, of love and hate and of villainy, but perhaps none of these has held the multitude of passions and deep-rooted thrill which are offered in "God's Country and the Woman," which is the attraction at the Star, Kowloon, until the end of the week. It is a Vitaphone production, in which that man's man and virile actor, William Duncan, is featured. The scene of the plot is in the wilds of the great Northland. Over frozen trail and vast stretches of ice and snow, the spectator is led through one adventure and thrill to the next. Mr. Duncan has been given the assistance of a wholly adequate cast, so that in finish and quality of production it does not fall in the slightest degree.



IF YOU ARE PALE TRY THIS EXPERIMENT.

The Results Will Agreeably Surprise You.

If you are pale, have lost appetite and feel weak and depressed, take, after each meal, one of Dr. Williams' Pink Pills. In a very short time you will be agreeably surprised at the improvement in your health and spirits. You will realize that new blood, rich and red, is flowing through your veins, and you will say, "I actually feel hungry," while your friends will say to you, "How much better you look!" The reason is that DR. WILLIAMS' PINK PILLS make the rich red blood of health, and this good blood restores the appetite, gives fresh strength to the digestion, revitalises the nerves, imparts new life to the whole system. Medicine vendors everywhere sell Dr. Williams' Pink Pills for Pale People, or post free \$1.50 per bottle, \$8/- for 6 bottles, from The Dr. Williams' Medicine Co., 3-B Malacca street, Singapore and 60 Kiangse Road, Shanghai.

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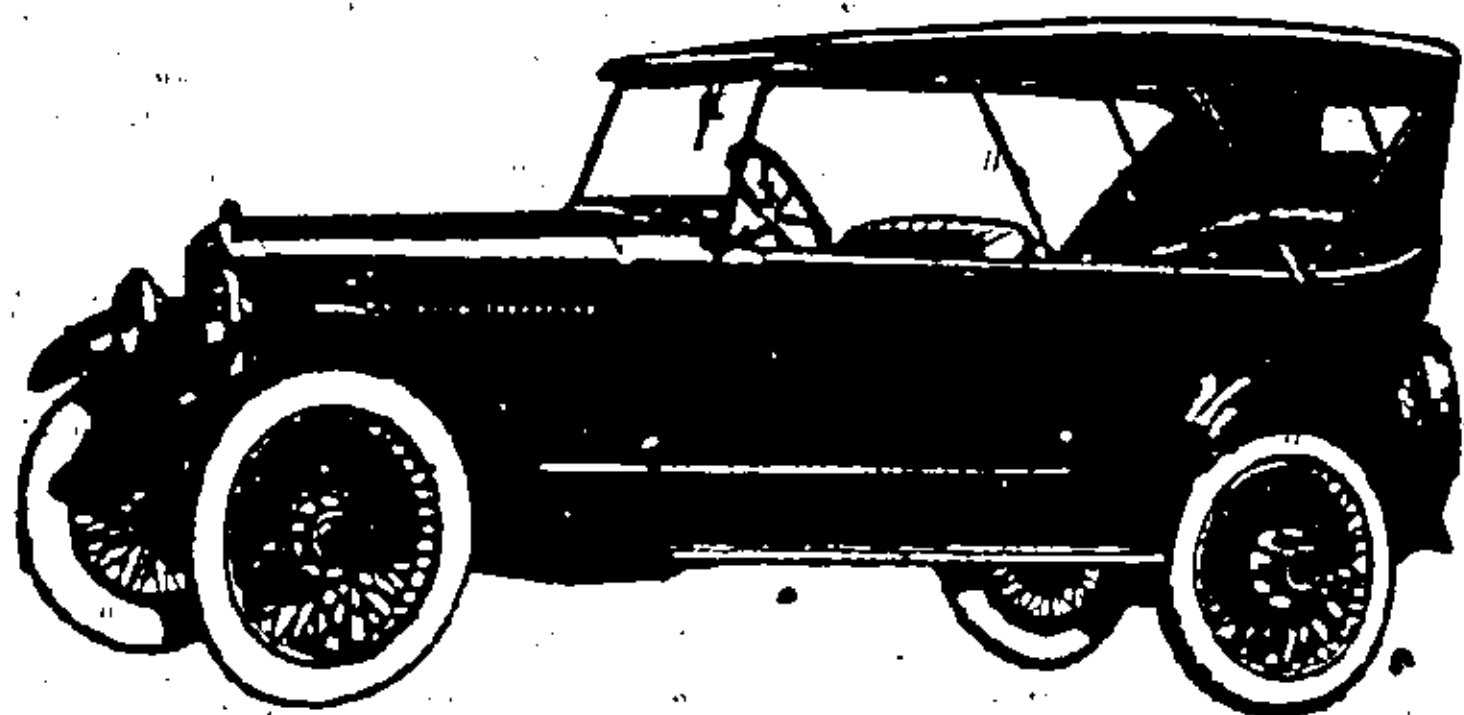
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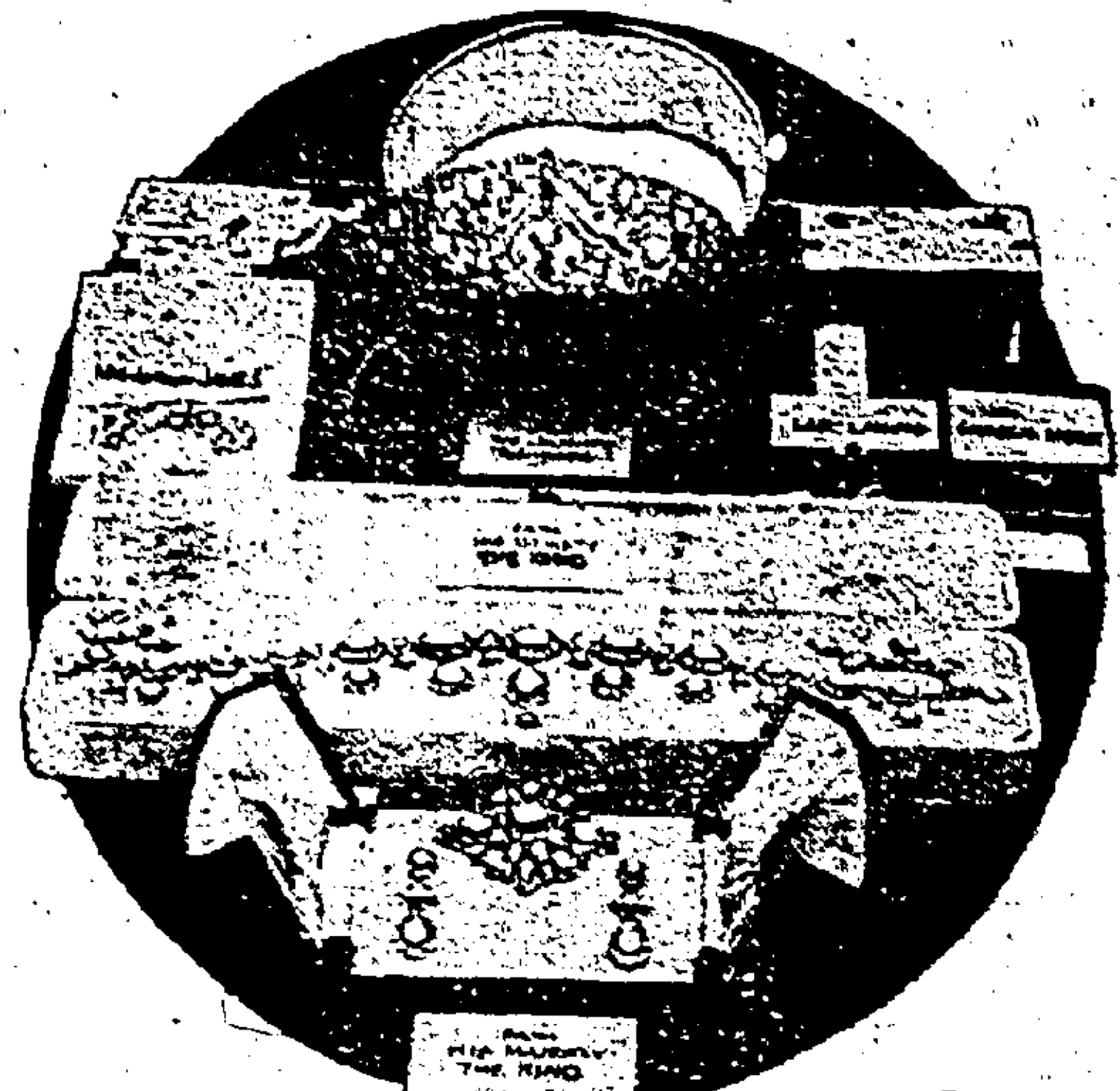


For Ladies Gents & Children.

CAMERA NEWS.



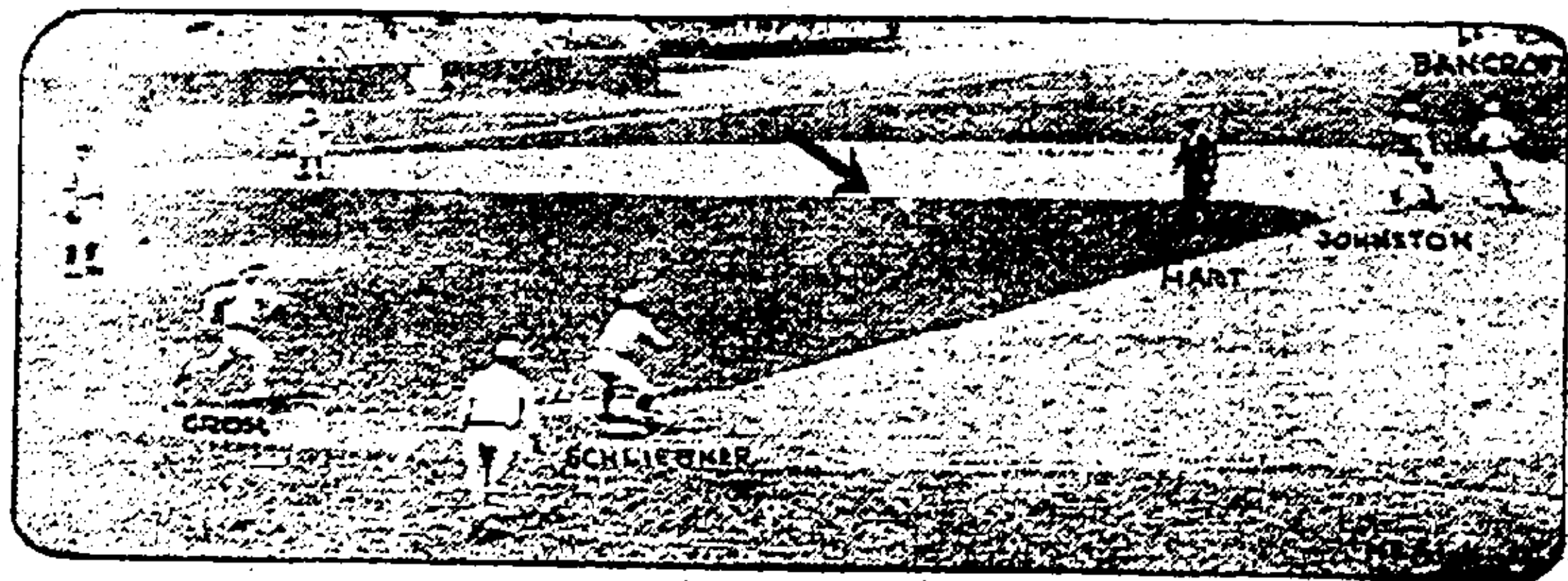
Horse, engine and paddle power were used to propel these three vehicles along the Danster Highway at Concord, during a recent flood.



Here is the jewel suite King George gave to Duke of York's bride. The presents, on display at Buckingham Palace, include a tiara, necklace, brooch, earrings and a hair ornament.



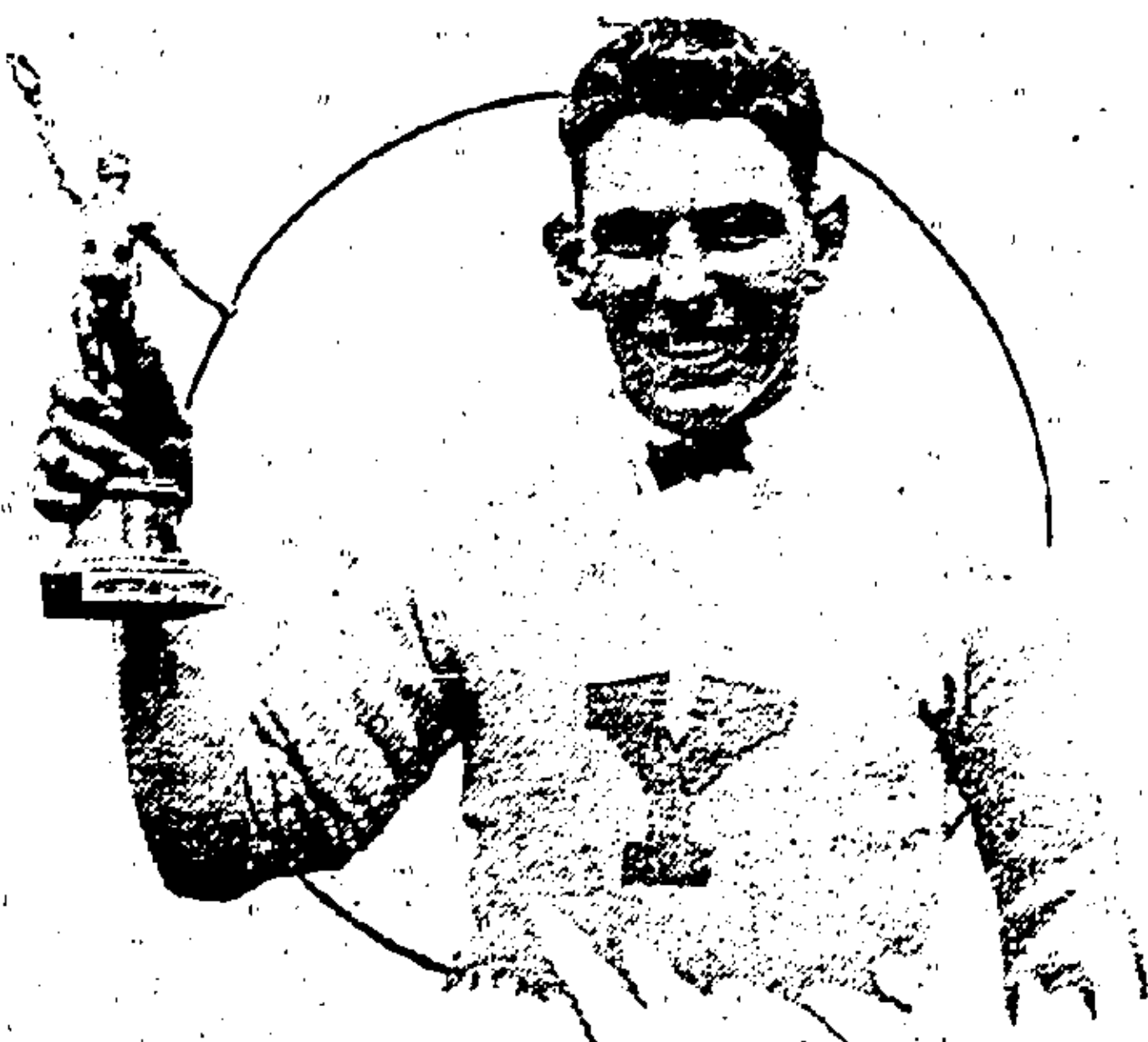
The success of the first Soviet-made motor car, in operation for a year, was celebrated by a great jubilee, the car being taken to all parts of Moscow. Arrow indicates Kshuin, president of the Soviet Council. Beside him is General Waroshilow.



The camera doesn't often catch a double play as clearly as this. After Bancroft, of the Giants, is forced at second, Johnston, of Brooklyn, shoots the ball to Schliebner, first baseman, ahead of Groh, and Umpire Hart waves both runners out. Note the ball in the air.



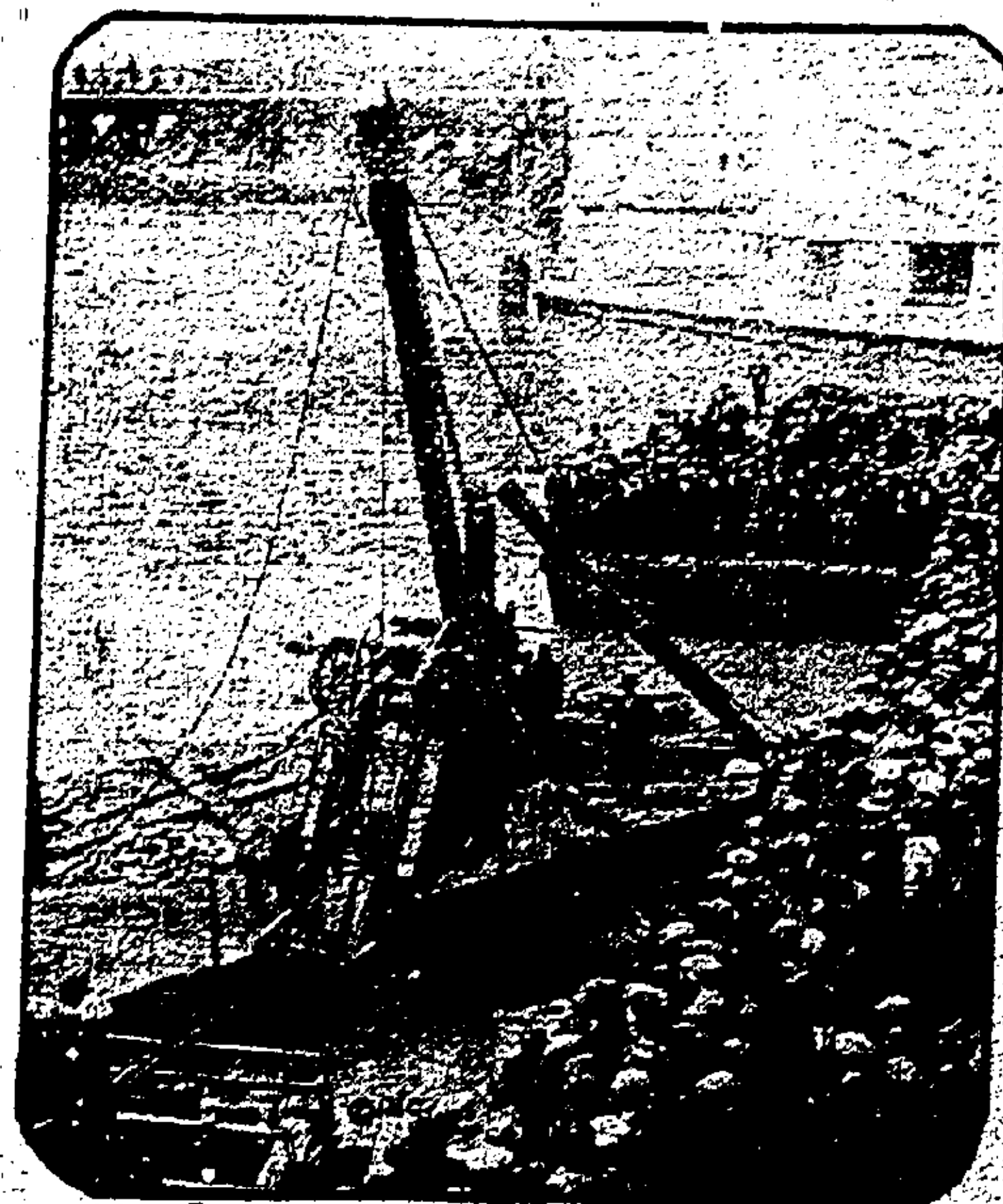
Galloway, of the Athletics, run down between third and home in a game with the Yanks. Note the ball passing over his head.



Edward P. Egan, Rhodes scholar at Oxford, winner of the British heavyweight amateur boxing championship.



Japan's tennis champion, Masanouska Fukuda, of the Japanese Davis cup team, is a strong contender for world laurels.



Chicago firemen and police went "fishing" and hooked this automobile out of the Chicago River. Thieves are believed to have run the machine into the water.

PACIFIC SHIPPING.



HOME VIA CANADA

HONGKONG TO ENGLAND.

From	Due	From	Due
Hongkong	Vancouver	Canada	England
Empress of Russia	June 14	Emp. of Scotland	July 7
Empress of Australia	June 29	Montcalm	July 27
Empress of Asia	July 13	Emp. of Scotland	Aug. 4
Empress of Canada	July 28	Emp. of France	Aug. 15
Empress of Russia	Aug. 7	Emp. of Scotland	Sept. 1

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg & Hamburg.

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From	Due	From	Due
Hongkong	Vancouver	Canada	England
Empress of Russia	June 14	Emp. of Scotland	July 7
Empress of Australia	June 29	Montcalm	July 27
Empress of Asia	July 13	Emp. of Scotland	Aug. 4
Empress of Canada	July 28	Emp. of France	Aug. 15
Empress of Russia	Aug. 7	Emp. of Scotland	Sept. 1

Callings at Manila, Callings at Dairen, Callings at Keelung.

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From	Due	From	Due
Hongkong	Vancouver	Canada	England
Empress of Russia	June 14	Emp. of Scotland	July 7
Empress of Australia	June 29	Montcalm	July 27
Empress of Asia	July 13	Emp. of Scotland	Aug. 4
Empress of Canada	July 28	Emp. of France	Aug. 15
Empress of Russia	Aug. 7	Emp. of Scotland	Sept. 1

JAPAN-HONGKONG-JAVA SERVICE

From	Due	From	Due
Hongkong	Vancouver	Canada	England
Empress of Russia	June 14	Emp. of Scotland	July 7
Empress of Australia	June 29	Montcalm	July 27
Empress of Asia	July 13	Emp. of Scotland	Aug. 4
Empress of Canada	July 28	Emp. of France	Aug. 15
Empress of Russia	Aug. 7	Emp. of Scotland	Sept. 1

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Empress of Asia	July 13	Emp. of Scotland	Aug. 4
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Empress of Russia	Aug. 7	Emp. of Scotland	Sept. 1

To Manila, Cebu, Iloilo & Zamboanga.

U.S.S.B. "West Squares" ... Due Hongkong 28th June.

To Manila & Singapore.

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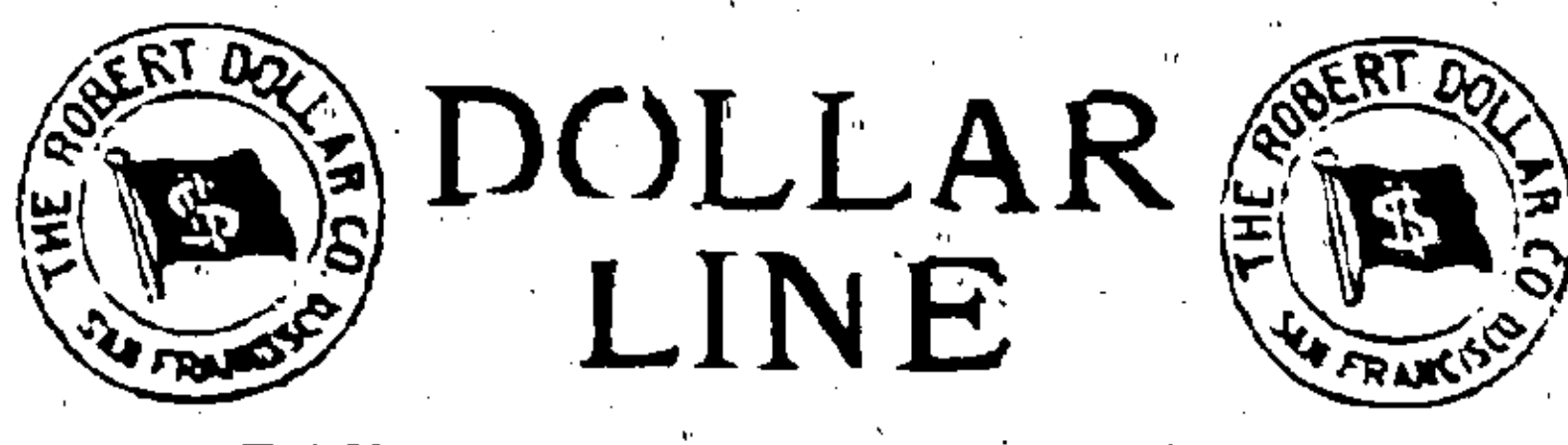
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For Boston, New York & Norfolk via Suez.

S.S. ROBERT DOLLAR ... 16th July.

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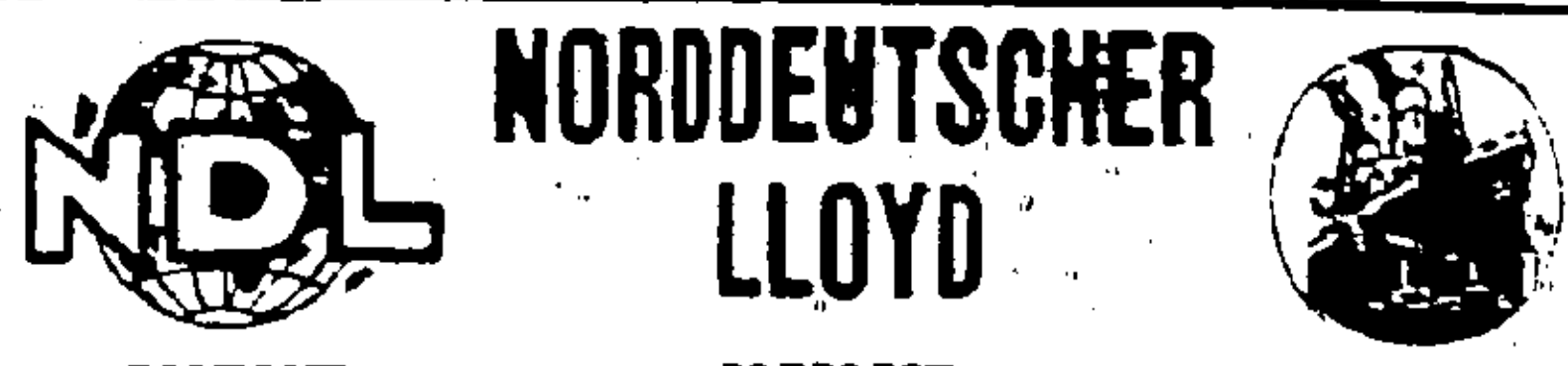
S.S. STUART DOLLAR ... 10th July.

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SCHLESSEN	Hongkong	18th July.	Singapore, Belawan, Colombo, Suez, Port Said, Genoa, A'werp, Rotterdam, Hamburg & Bremen.

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FREIGHT AND PASSENGER

THE NEW FAST AMERICAN

STEAMERS TO SEATTLE & VICTORIA

SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT JACKSON"	June 19th 10 a.m.
"PRESIDENT JEFFERSON"	June 27th
"PRESIDENT GRANT"	July 9th
"PRESIDENT MADISON"	July 21st
"PRESIDENT McKINLEY"	Aug. 2nd.

REDUCED FARES TO EUROPE £120-£112

FIRST CLASS ON THE PACIFIC.

FIRST CLASS ON AMERICAN OR CANADIAN RAILWAYS.

FIRST CLASS ON THE ATLANTIC.

CHOICE OF TRANS-CONTINENTAL RAILWAYS.

ANY LINE ON THE ATLANTIC.

THROUGH ACCOMMODATIONS AND BOOKINGS ARRANGED

TO MANILA

"PRESIDENT JEFFERSON"	June 17th 5 p.m.
"PRESIDENT GRANT"	June 30th
"PRESIDENT MADISON"	July 12th

Through Bills of Lading to all United States and Canadian Overland Points: also via Panama Canal Lines to Atlantic Ports.

Copies of this paper on file in our Offices SEATTLE, CHICAGO, NEW YORK.

For Passage and Freight Bookings apply to

ADMIRAL ORIENTAL LINE.

Hongkong & Shanghai Bank Building Ground Floor.

Telephone Central 2477 & 2478. No. 4, Des Voeux Road.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICE.

LONDON SERVICE

ADRASTUS	18th June	London, Rotterdam & Hamburg
TEIRESIAS	25th June	London, Rotterdam & Dunkirk
MACHAON	2nd July	London, Rotterdam & Hamburg
TROILUS	16th July	London, Rotterdam & Hamburg

LIVERPOOL SERVICE

PHENIX	20th June	Genoa, M'les, Liverpool & Glasgow.
CYCLOPS	1st July	M'les, Havre, Liverpool & Glasgow.
NINGCHOW	20th July	Genoa, M'les, Liverpool & Glasgow.

PACIFIC SERVICE

PHILOCTETES	3rd July	Victoria, Seattle & Vancouver.
TYNDAREUS	24th July	Victoria, Seattle & Vancouver.

NEW YORK SERVICE

OANFA	16th June	via Suez
KEEMUN	25th June	via Suez

PASSENGER SERVICE

TEIRESIAS	25th June	for Singapore & London
SARPEDON	9th July	for Shanghai
SARPEDON	7th Aug.	for Singapore, Marseilles & London
PATROCLUS	4th Sept.	for Singapore, Marseilles & London
MENTOR	17th Sept.	for Singapore & London.

For Freight and Passage Rates and all Information Apply to:-

BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.) AGENTS.

BOSTON & NEW YORK.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Elizabet & Buxton S. S. Co., Ltd.)

Sailings from Hongkong.	via Suez Canal	15th June.
S.S. C. OF PITTSBURG	via Suez Canal	16th June.
S.S. OANFA	via Suez Canal	25th June.
S.S. KEEMUN	via Suez Canal	35th June.
S.S. DIOMED	via Suez Canal	5th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD. HONGKONG

(John Swire & Sons, Ltd.)

Hongkong & Canton. HOLYOAK, MASSEY & Co. Ltd., CANTON



Steamship Owners, Shipping & Marine Insurance Broker.

Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG & HAIPHONG

Sailing from Hongkong.

S.S. "SAIYU MARU"	on or about 14th June.
FOR KEELUNG via Swatow & Amoy	
S.S. "TAIKWA MARU"	on or about 14th June.

For further particulars, please apply to:-

S. MITARAI, AGENT.

Branch Office: No. 37, Bonhata Strand, West. Top Floor, King's Building.

Tel. central No. 155. Tel. Central No. 140.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer

"TROILUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 12th June.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 18th June, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 2nd July, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th June, 1923

NOTICE TO CONSIGNEES.

THE ELLERMAN LINE.

From EUROPE

The Steamship

"CITY OF MANCHESTER"

Having arrived, Consignees of Cargo by her are informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 17th June, 1923, will be subject to rent.

All claims against the steamer must be presented to the Under-siged on or before 22nd June, 1923, or they will not be recognised.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon, within the free storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE, LTD.

General Agents.

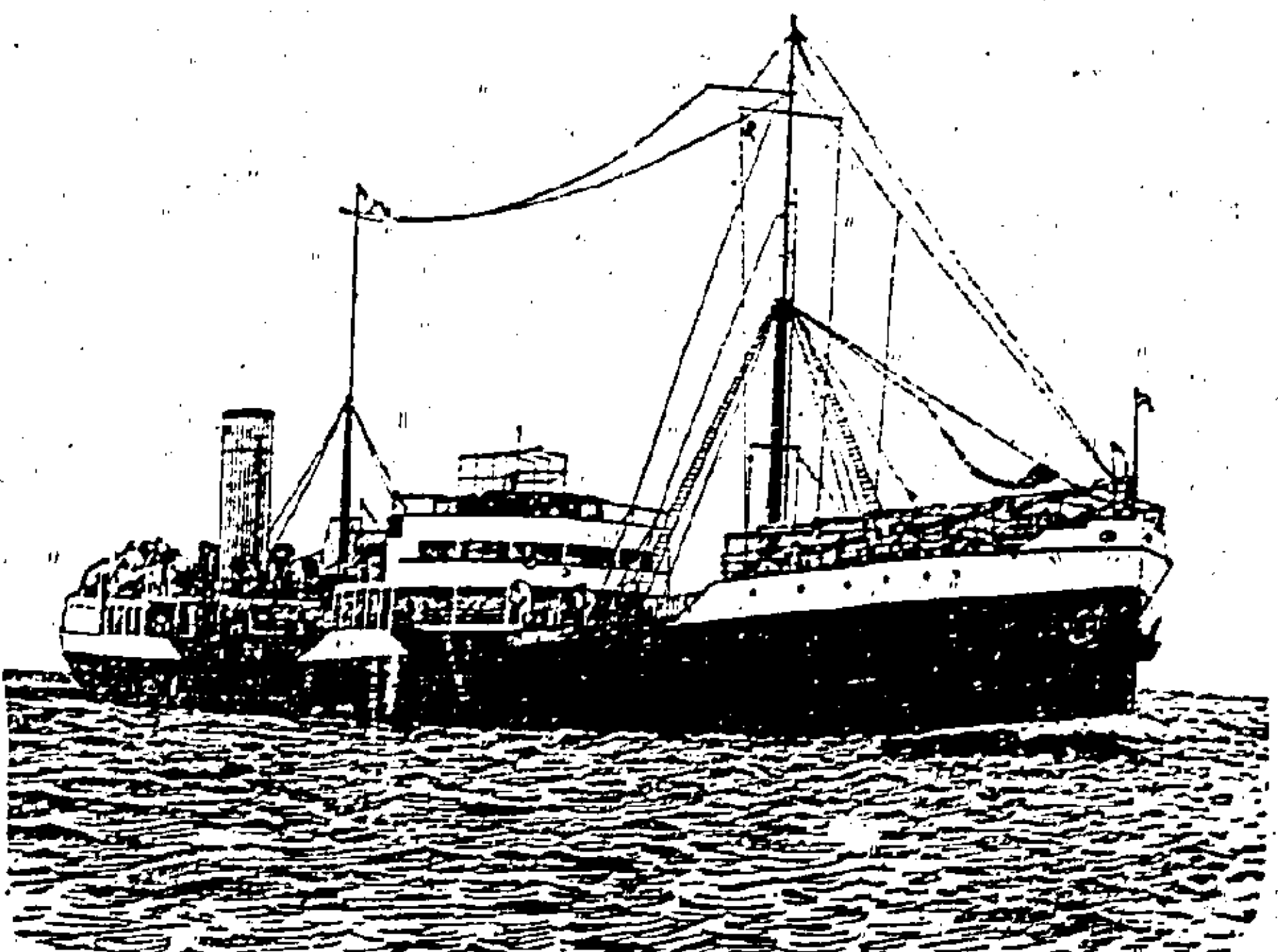
Hongkong, 12th June, 1923.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians



OIL TANK STEAMER "PALUDINA"

427'0" x 53'1" x 31'0" x 8,400 tons d.w. x 3,180 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD. at KOWLOON DOCKS.

the order of THE ANGLO SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these WORKS to the same order.

Please address enquiries to the Chief Manager:

R.M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

COMPANIES INCORPORATED IN ENGLAND

TRADE: JAVA, SUMATRA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MADAGASCAR, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

Ship	From Hongkong (about)	Destination
JEYPORE	18 June 4 p.m.	Spore, Pang, C'bo & B'bay
DELTA	27th June	B'bay, M'les, L'don, A'werp
SICILIA	28th June	Spore, Pang, C'bo & B'bay
MALWA	10 July	B'bay, M'les, L'don, A'werp

BRITISH INDIA-APCAR SAILINGS (South)

JANTS	4824 15 June 3 p.m.	C'bo, via Spore, Penang
JAPAN	6,652 24th June	Spore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000 7th July	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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For further information apply to the following:
 The P. & O. Steamship Co. Ltd., 10, Abchurch Lane, London E.C. 4, England.
 The P. & O. Steamship Co. Ltd., 10, Abchurch Lane, London E.C. 4, England.
 The P. & O. Steamship Co. Ltd., 10, Abchurch Lane, London E.C. 4, England.

SAILINGS TO SHANGHAI & JAPAN.

MALWA	10,941 18 June 11 a.m.	Shanghai only
SICILIA	6,813 16 June noon	Shanghai only
GOLCONDA	5,316 17th June	Shanghai only
TANDA	7,000 19th June	Japan via Amoy

(All dates are approximate and subject to alteration without notice.)

WIRELESS ON ALL STEAMERS.

Passenger Messengers not more than 24 in. x 14 in. x 14 in. will be received at the Company's Office up to noon on the day previous to sailing.

For Freight Rates, Handbooks, Freight etc. apply to

MACKINNON, MACKENZIE & CO

12, Des Voeux Road Central. Agents.

JAVA-CHINA-JAPAN-LIJN.REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

Steamer	From	Expected on	Will leave on	To
Tiltroom	Java	In port	13th June	S'hai, N. China
Tiltboat	Java	16th June	19th June	S'hai & Japan
Tiltambang	Shanghai	16th June	19th June	Batavia
Tiltodas	—	—	15th June	Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS

U. K. STRAITS CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Steamer	Due Hongkong	Steamer	Leave Hongkong
CANARVONSHIRE	30th June.	GLENAPP	1st July.
GLENBEO	10th July.	GLENIFFER	9th Aug.
GLENANDA	30th July.	GLENAPP	1st July.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD

AGENTS THE GLEN LINE, LTD

Telephone Central No. 215, sub-ex. 23 and 3995.

M MESSAGERIES MARITIMES M
SERVICES CONTRACTUELS

Mail Steamer	Next Sailing from Marseilles	Pro. arr. at Hongkong & Sailing for S'hai & Japan	Pro. Sailing from Hongkong for M'les
ANGERS	—	—	25th June.
CHILI	—	—	9th July.
PORTHOS	18th May	13th June	23rd July.
ANGKOR	1st June	3rd July	6th Aug.
CHAMBORD	15th June	17th July	20th Aug.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and free Doctor's attendance)
 A Class 1st Class £95.00 B. Class 1st Class £89.00
 Steamers 2nd Class £68.00 Steamers 2nd Class £62.00

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BOATS)

S.S. C. MAGES loading for Havre, Antwerp & Dunkirk.

about 2nd half June.

S.S. Lt. de MISSI-SSY loading for Havre, Antwerp and Dunkirk about Mid. July.

(Sailings and dates subject to alteration without notice.

For full particulars apply to:

Telephone Central 740. Messageries Maritimes Co.
 3 Queen's Building.
 ORIGINATOR. TRANSIT. REPRESENTATION.

Shipping to Europe, Australia, and other Ports.



VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan ports.
 Through Bills of Lading issued to all Overland Common Points in U.S.A. & Canada.

YOKOHAMA MARU (Calling Keelung) Monday, 25th June.
 KAGA MARU Tuesday, 24th July.

MARSEILLES, LONDON & ANTWERP via Singapore, etc.
 KAMO MARU Wednesday, 29th June.
 KATORI MARU Wednesday, 4th July.

HAMBURG via LONDON & ROTTERDAM.
 TSURUGA MARU Beginning July.

LIVERPOOL via MARSEILLES & VALENCIA.
 TOTORI MARU 1st half July.

SYDNEY & MELBOURNE via Manila, etc.
 TANGO MARU Wednesday, 27th June.
 YOSHINO MARU Wednesday, 18th July.

NEW YORK and/or BOSTON via PANAMA.
 GENOA MARU Beginning July.

BUENOS AIRES via Spore, Delagoa Bay, Durban & Cape Town.
 KAWACHI MARU Tuesday, 19th June.

ROMBA via Singapore, Penang & Colombo.
 TANBA MARU Wednesday, 27th June.

CALCUTTA via Singapore, Penang & Rangoon.
 OSAKA MARU Friday, 22nd June.

NAGASAKI, KOBE & YOKOHAMA.
 YOSHINO MARU Thursday, 14th June.

SHANGHAI, KOBE & YOKOHAMA.
 MITO MARU Wednesday, 13th June, at 5 p.m.

DELAGOA MARU Saturday, 16th June.
 SAIO MARU Saturday, 16th June.
 KASHIMA MARU Tuesday, 19th June.

For further information apply to— **NIPPON YUSEN KAISHA.**
 Tel. Central Nos. 292 & 293. F. OGURI, Manager.

DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON

FOR BOSTON & NEW YORK.

S.S. "WRAY CASTLE" Sailing on or about 10th July.

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.
 Fiume having been reopened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

FOR SHANGHAI, YOKOHAMA & KOBE.

S.S. "DUCHESSA D'AOSTA" Sailing on or about 5th July.

FOR BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "FIUME" Sailing on or about 4th July.

S.S. "DUCHESSA D'AOSTA" Sailing Beginning of August.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" Sailing on or about 25th July.

Through Bills of Lading issued from Hongkong

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone Central 1030. Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
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This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

(JOHN SWIRE & SON, LTD.)

Telephone Central No. 36. Agents.

"ELLERMAN" LINE.

(Ellerman & Bucknall S.S. Co., Ltd.)

UNITED KINGDOM & CONTINENT SERVICE

OUTWARDS.

"City of Boston" 23rd July. Shanghai, Kobe & Yokohama.
 "City of Corinth" 30th June. M'les, London, A'werp, H'burg.
 "City of Manchester" 17th July.

PASSAGE RATES TO LONDON.

A Class Steamers	1st Class £92.—	2nd Class £61.—
B Class Steamers	1st Class £84.—	2nd Class £56.—
C Class Steamers	1st Class £6.—	

N.B. "C" Class Steamers comprise those of the Cargo type which have accommodation for a few passengers but do not carry Doctor or Stewards.

Subject to change without notice.

For further particulars apply to

HOLYOAK MASSEY & CO., LTD. THE BANK LINE, LTD.
 CANTON. Tel. Central 780/1

COASTAL SHIPPING

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION

Destination	Steamer	Sailing
TTAO via S'hai & S'hai Kwong	Fri.	15th June at noon.
HAIPHONG via Hoihow Leung	Fri.	15th June at 8 a.m.
MANILA	Fri.	15th June at 3 p.m.
TIENTSIN via Chefoo	Sat.	16th June at noon.
KOBE via Shanghai	Sat.	16th June at noon.
N'CHWANG via S'hai Fooking	Sun.	17th June at noon.
TTAO via S'hai & S'hai Kwong	Tues.	19th June at noon.
BANGKOK via Swatow	Tues.	19th June at noon.
STRAITS & Calcutta	Wed.	20th June at 3 p.m.
SHANGHAI via Swatow	Fri.	22nd June at noon.
KOBE via S'hai & Moji	Fri.	23rd June at noon.
SHANGHAI via Swatow	Sun.	24th June at 10 a.m.
STRAITS & Calcutta	Tues.	26th June at 3 p.m.
SANDAKAN	Thurs.	28th June at noon.

CALCUTTA LINE—This Line now affords regular sailing to Calcutta, Penang and Singapore; Returnings from Calcutta to Penang and Singapore.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for a passenger and cargo, calling at Hoihow both ways.

BORNEO LINE—Fortnightly sailings to and from Singapore by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE—A regular service is run from March to Nov. between Hongkong & Tientsin occasionally calling at Wei-haiwei & Chefoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

s.s. "Laisang" will be despatched on or about Wednesday, 20th June, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES

For Freight or Passage apply to—

JARDINE, MATHESON & CO. LTD

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haifong...	Ellis Walker	TUES. 12th June at noon.
Haiching...	J. S. Thomson	FRI. 15th June at 1 p.m.
Haibong...	W. C. Parmore	TUES. 19th June at 1 p.m.

Calling at Amoy for Passengers only.
 Arrivals and Departures from the Co's Wharf (near Bluff Pier.)
 For Freight and Passage, apply to

Douglas Lapraik & Co.

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN OVERSTRATEN

will be despatched on 21st June.

to SINGAPORE, PENANG and BELAWAN DELI.

Excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraphy.

1st CLASS FARE TO SINGAPORE, \$100.

In connection with the Royal Packet Nav. Co's (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents:— **JAVA CHINA JAPAN LIJN,**

Telephone Central No. 1574. York Building, Charter Road.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)

REGULAR FORTNIGHTLY

SERVICE

between

JAPAN, HONGKONG & JAVA.

For Batavia, Samarang & Sourabaya.

S.S. BANDOENG MARU Sailing on or about 18th June.

S.S. CHERIBON MARU Sailing on or about 7th July.

For Moji, Kobe, Osaka & Yokohama.

S.S. MACASSAR MARU Sailing on or about 24th June.

S.S. SAMARANG MARU Sailing on or about 18th July.

For further particulars please apply to—

K. SUZUKI,

Manager.

Tel. Central No. 2206.

Second Floor, Prince Building.

CONSIGNEES.

NOTICE TO CONSIGNEES.

RICKMERS LINE.

From ANTWERP.

The Steamship

"SOLVIKEN."

Having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before noon today.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on 15th inst. at 10 a.m.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports, & Exports, Hongkong, before Bills of Lading can be counter-signed.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

CARL BODIKER & CO.

Agents.

RICKMERS LINE.

Hongkong, 11th June.

NOTICE TO CONSIGNEES.

The Steamship

"EGREMONT CASTLE"

From NEW YORK.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary is given before 12th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 18th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst. at 10 a.m. by our Surveyors, Messrs Godard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

DODWELL & CO., LTD.

Agents.

Hongkong, June, 11th, 1923.

NOTICE TO CONSIGNEES.

SERVICES CONTRACTUELS

DES MESSAGERIES

MARITIMES.

S.S. "CHILI"

Consignees of Cargo from Marseilles &c. In connection with above Steamer are hereby informed that their goods will be the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before noon to-day requesting it to be landed here.

Bills of Lading will be counter-signed by the Under-signed Goods remaining undelivered after the 12th June 1923 at Noon will be subject to rent and lading charges.

All claims must be sent in to us on or before the 16th inst. or they will not be recognized.

All damaged packages will be examined on Tuesday the 12th inst. at 10 a.m. by Messrs Godard & Douglas.

No Fire Insurance has been effected.

R. RODENFUEER

Acting agent.

THE NEW HALL OF FAME OF CONCERT AND OPERATIC STARS



LILY NEY
PIANIST

DEMONSTRATIONS DAILY
AT THE STUDIO
17 ICE HOUSE STREET

BRUNSWICK
PHONOGRAPHS AND RECORDS

EMBROIDERED & DRAWN WORK

YOU WILL FIND OUR STORE
CHEAPEST AND BEST.

Skatow Drawn Work, Embroideries,
Silks, Laces, Ivory Beads & Carvings
and other works of art.

FOOK WENG & CO.

Astor House Hotel, Building

Branch HOK KONG & CO., No. 5, Prince Street, Rangoon.



HOTELS

LEADING FAR EASTERN HOTELS.

HONGKONG:

Hongkong Hotel, Peak Hotel,
Repulse Bay Hotel.

SHANGHAI:

Astor House Hotel, Palace Hotel,
Grand Hotel Kalee.

PEKING:

Grand Hotel des Wagon Lits.

The Hongkong Hotel Co. Ltd.

In conjunction with

The Shanghai Hotels, Ltd.

and
The Grand Hotel des Wagon-Lits, Ltd.

KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIFTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

ROOF LAUNCH MEETS ALL STEAMERS

Tel. Central 173

Telegraphic Address: "VICTOR A"

J. W. HIGGELL

Manager

THE EUROPE HOTEL

SINGAPORE.

DANCING AFTER DINNER.

EVERY

MONDAY WEDNESDAY AND SATURDAY

TEA DANCES

TUESDAYS AND THURSDAYS.

The Hotel Orchestra under the Direction of
Mr. F. R. Martins.

Telephones in every Room.

Telegraphic Address: "EUROPE SINGAPORE"

Telephone No. 2740 (9 lines).

THE EUROPE HOTEL LTD.
ARTHUR E. ODELL, Manager

KINGSCLERE HOTEL MID-LEVEL

KNUTSFORD HOTEL KOWLOON

SACHSE, LENNOX & Co., General Agents

Are resident Managers.

PALACE HOTEL, KOWLOON

Tel. No. Kowloon 5

Tel. Add. "Palace"

Two minutes from Ferry and Railway Station. Five minutes by Ferry from Hongkong
& East China Hotel in every respect and under English management.

Outings under personal supervision of the Proprietor.

Lounge Bar & Billiard Room.

Terms Moderate.

Special arrangements for families or applications to

J. H. OXBERRY

Proprietor

ASTOR HOUSE HOTEL.

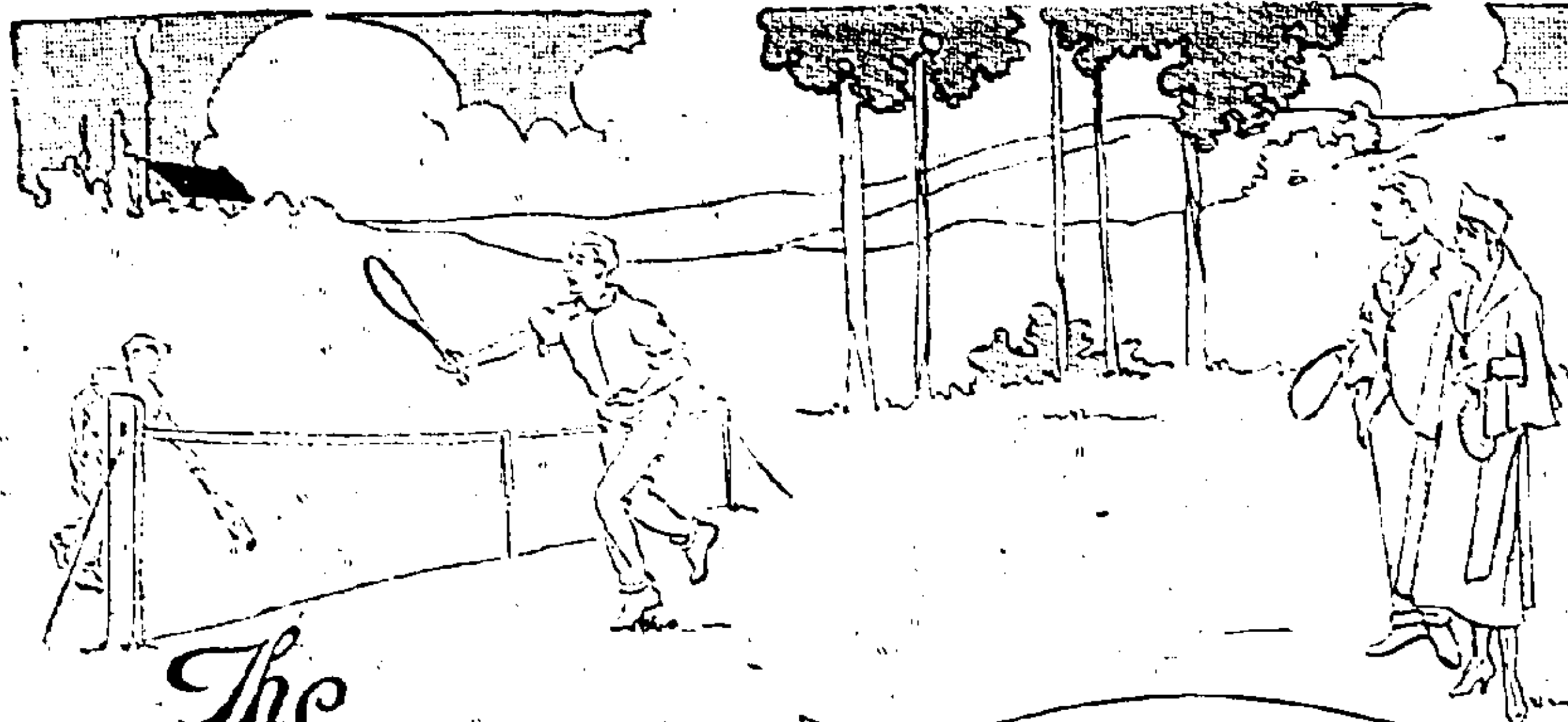
Telegraphic address "ASTOR"

Telephone Central 170.

15, Queen's Road Central.

A first class Hotel centrally located in the shopping and business districts, large
and airy, completely renovated and refurnished. Dining Room and Lounge
particulars. Entirely under new management.

For terms apply to the Manager.



The "Three Castles"

Virginia
Cigarettes



Manufactured

IN

England

BY

W.D. & H.O. WILLS.

Sold By

ALL

Tobacconists

The Cigarette with the
Pedigree

This Advertisement is issued by the British American Tobacco Co. (China) Ltd.

LAND INVESTMENT CO.

Confirmatory Meeting.

The third extraordinary general meeting of the Hongkong Land Investment and Agency Company, Ltd., was held at the offices of Messrs. Jardine, Matheson & Co. this morning, when the extraordinary resolutions concerning the division of shares and increase in capital, passed at an extraordinary general meeting held on May 23rd, were confirmed. The meeting was presided over by Mr. D. G. M. Bernard and there were also present the Rev. Father Robert, Messrs. A. H. Compton, A. S. Gubbay (directors), L. S. Greenhill (secretary), E. Sadick, H. A. Rodgers, G. W. Bartoo, A. B. Stewart, C. F. Carvalho, A. A. Gutterer, A. A. Alves, J. T. Bagram and Lee Ping-see (shareholders).

WEATHER REPORT.

June 13d. 18h. 10m.—Warning to Hongkong, Coast Ports, &c.: Depression or typhoon of unknown intensity within 120 miles of Lat. 7° N. Long. 141° E., moving West.

June 14d. 10h. 00m.—Warning to Hongkong, Coast Ports, &c.: Typhoon of unknown intensity within 120 miles of Lat. 7° N. Long. 136° E., moving West.

June 14d. 11h. 50m.—Pressure has increased slightly at all reporting stations.

The depression over S.W. China is farther South this morning. The typhoon continues to move Westward. It was approaching the Pelew Islands this morning.

The Loophos typhoon has filled up.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 4.04 inch. Total since January 1st, 22.31 inches, against an average of 20.45 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Formosa Channel N.E. winds, moderate.

2 South coast of China between H.K. & Lamoocks. E. winds, moderate.

3 Hongkong to Gap Rock S.E. winds, moderate; overcast; rainy.

4 South coast of China between H.K. & Hainan.

I. F. CLAXTON, Director.

H.K. Observatory, June 14, 1923.

EXCHANGE.

Opening Rate closing Rate on Page 13

SELLING	30 d. San Francisco and New York
T. T. Demand	2 1/2
30 d. Demand	2 1/2 15
60 d. Demand	2 1/2
4 m. Demand	2 1/2
T. T. Shanghai	2 1/2
T. T. Hongkong	2 1/2
T. T. Singapore	2 1/2
T. T. India	2 1/2
T. T. Japan	2 1/2
T. T. Manila	2 1/2
T. T. Cebu	2 1/2
T. T. Batavia	2 1/2
T. T. Soerabaya	2 1/2
T. T. Hongkong and New York	2 1/2
T. T. Java	2 1/2
T. T. Sumatra	2 1/2
T. T. Borneo	2 1/2
T. T. Celebes	2 1/2
T. T. Moluccas	2 1/2
T. T. Philippines	2 1/2
T. T. Sulu	2 1/2
T. T. Mindanao	2 1/2
T. T. Palawan	2 1/2
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T. T. Mindanao	2 1/2
T. T. Palawan	2 1/2
T. T. Iloilo	2 1/2
T. T. Zamboanga	2 1/2

BUYING	30 d. San Francisco and New York
4 m. L. C.	2 1/2 15
6 m. L. C.	2 1/2 15
9 m. L. C.	2 1/2 15
12 m. L. C.	2 1/2 15
30 d. L. C.	2 1/2 15
30 d. Sydney and Melbourne	2 1/2 15

SUBSIDIARY COINS.

" 3 Hongkong 50 cent piece	@	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
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